

22 JANUARY 1954

The Autocar

1/-

FOUNDED 1895

LARGEST CIRCULATION



FOUNDED IN 1894, the Touring Club Italiano, corso Italia 10, Milan, now has 400,000 members. The club gives every assistance for touring in Italy, including information on routes, hotels, restaurants and garages. In addition to publishing a complete series of guide-books and touring maps of Italy, it has recently undertaken the publication of a Road Map of Europe (scale 1:500,000) officially adopted by the Alliance Internationale de Tourisme.

This advertisement is one of a series featuring the world's leading motoring organisation.



A70 HEREFORD

Family saloon—yet cruising speed of around 65. Superb acceleration. Carries 5/6 people in restful, smooth-riding comfort. Fitted with safety glass all round.

In all the best clubs they say

AUSTIN you can depend on it!



The pure oil "PURGE"



In the pure oil 'purge' the Tecalemit felt element does the 'screening' and detects and arrests all foreign matter.

So replace your filter element at the intervals recommended by the maker of your car and be sure it is a Tecalemit element.

TECALEMIT Filter Elements

Save engine wear • Improve efficiency

TECALEMIT LIMITED • The Authority on Lubrication • Plymouth

T446


Car Seats *NEED*

Regency

SEAT COVERS

See for yourself the attractive Regency Range of materials and colours. Wherever you go you will see Regency covers adding style to cars and preserving their upholstery in immaculate condition. Our new model factory at Norwich is in full production to ensure prompt supply of your choice from Regency's wide range.



 *Regency*—the first name
in Car Seat Covers

Plain colour Melton Cloths, Tygan Plastic Check Weaves, Authentic Scottish Tartans, Heavyweight or Mediumweight Bedford Cords, Nylon, and the new wonder material—"Regentex"—all attractively piped in contrast colours.

The name Regency is registered—do not accept substitutes.

"Regency Covers your car seats better"
Obtainable through good garages—anywhere!

Post this
COUPON
for Prices
& Patterns

NAME _____ MAKE _____
ADDRESS _____ MODEL _____
YEAR _____ A

REGENCY COVERS LTD., 169 Great Portland Street, London, W.1
Telephones: LAngham 9001 Factories at Tottenham and Norwich

ELLARD

SLIDING DOORS FOR EASE AND SPEED!

The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £8.5.6. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.



The old cumbersome hinged door, ill-fitting and awkward to handle, is entirely superseded by using ELLARD Sliding Door Gear. Easy access to and from the garage is afforded by the personal entry door.

CLARKE ELLARD ENGINEERING COMPANY LTD.
WORKS ROAD • LETCHWORTH • HERTFORDSHIRE • TELEPHONE: 613-614

Give your car that 'float-along' feeling!

by letting us fit

TELAFLO

the brilliant new

TELESCOPIC DAMPER



WITH THE 5 EXCLUSIVE
SMOOTH-RIDE FEATURES

- 1 $3\frac{1}{2}$ times greater shock-absorbing capacity.
- 2 No frothing or aeration snags.
- 3 Operates in any position.
- 4 Much lighter.
- 5 More effective cooling.

ROBIN HOOD GARAGE

(ANERLEY) LTD

97/99 Croydon Road, Anerley, S.E.20. Tel: SYDenham 7066/7

For your especial comfort . . .



The

MORRIS MINOR

now has

DUNLOPILLO

SEATING

in the front seats

THERE'S NOTHING AS GOOD AS DUNLOPILLO

Are your number plates legal ?

Plates 'trap' for a city's motorists

THOUSANDS of motorists in Glasgow will face police prosecutions on and after April 1, 1954, if they do not change their motor car number plates.

Chief Constable Malcolm McCulloch, of Glasgow, warned motorists today that he was giving them three months' notice to make sure that their rear number plates conformed to the law. This states that the numbers must be visible from behind at night at a range of 60 feet.

Extract from "Evening Gazette," Wednesday, Dec. 26, 1953

The law regarding number plates—i.e. they must be readable from 60 feet by night—will be rigidly enforced during 1954. Glasgow is the first to act.

You will be safe with Hills FLEXWYT which comply in every respect with regulations.

The only Patented Number Plate, made under licence in France, Holland, South Africa, etc., etc.

FIT FLEXWYT NOW!—all leading Agents stock them.

FLX 846

HILLS
(PATENTS) LTD.

Hills House, Chenies Mews, London, W.C.1 Tel.: EUS 5060 (6 lines) EUS 8516 (2 lines)
Acalanta Works, London Road, Staines, Middx. Staines 4170

For only 35/-

YOU CAN DEFEAT THE VALUE DESTROYERS
RUST · CORROSION · DETERIORATION



100%
WATERPROOF
TEAR-RESISTANT
"VYNAL"
COVERS

Suitable for
MOTOR CYCLE
8 x 6 1/2 in. 22/6
Post & Pkg. 1/6

PREVENTION IS BETTER THAN CURE
This is doubly true with a Car. These splendid Vynal Covers will give 365 days worth of protection during the winter months.

THE ORIGINAL HEAVYWEIGHT 6 THOU. "VYNAL" MATERIAL

100% WATERPROOF. TEAR-RESISTANT
Silver metallic colour, welded seams, re-inforced eyelets. Maximum wear under all conditions. Not to be confused with lighter weight covers.

12 x 37L 35/- 15 x 127L 59/6 18 x 127L 74/6 21 x 127L 110/-
Post & Pkg. 2/- P. & Pkg. 2/6 P. & Pkg. 3/- P. & Pkg. 3/-
SUPER HEAVY QUALITY RUBBERISED COTTON WIGAN MATERIAL
8 x 6 1/2 in. 32/- 12 x 107L 72/6 15 x 127L 115/- 18 x 127L 6in. 127/6
P. & Pkg. 2/- P. & Pkg. 2/6 P. & Pkg. 3/3 P. & Pkg. 3/3

EASY TERMS orders £5 and over. Write for Proposal Form DEPT. A.
Write for Free Illustrated Catalogue.

PRIDE & CLARKE LTD. STOCKWELL RD.
Telephone BR1ton 6251 Grams: PRICLARKE, LONDON LONDON, S.W.9

'A no-claim
bonus on home
insurance?'



Yes—the 'General' gives you a free year's insurance on your Householder's policy every sixth year—provided, of course, that you've had no claims in the meantime. If your house isn't covered already—or is insufficiently covered—why not let the 'General' insure it as well as your car? You can save yourself trouble, too, by making one cheque cover both premiums.

Without trouble to yourself you can transfer any existing policy on renewal and start earning a bonus.

HC/17

Peace of mind costs very little

General ACCIDENT FIRE AND LIFE
ASSURANCE CORPORATION LTD

Please send full particulars of Household Insurance

Name

Address

Send coupon to H.C. Dept., General Buildings, Perth, Scotland, or to nearest office (see Telephone Directory)

.....FAMOUS FOR ALL CLASSES OF INSURANCE.....

An important development of the Laycock-de Normanville OVERDRIVE



Standard Vanguards and Triumph Renowns will be available shortly with Overdrive as an optional extra on **2nd and Top Gear**, with manual electrical operation providing a 5 speed gear box.

Whilst retaining the now established advantages of overdrive on top gear, the application to 2nd gear gives these additional features:

- Overdrive on 2nd gear divides the step between normal second and top gears
- It improves acceleration by providing a clutchless power change into overdrive 2nd
- It provides an ideal overtaking and hill climbing gear
- It is operated by a finger tip switch without moving the hand from steering wheel
- Conversion kits are available for changing existing Overdrive units to operate on 2nd gear by electrical control

Get in touch with your Standard and Triumph dealer who will give you the fullest details.

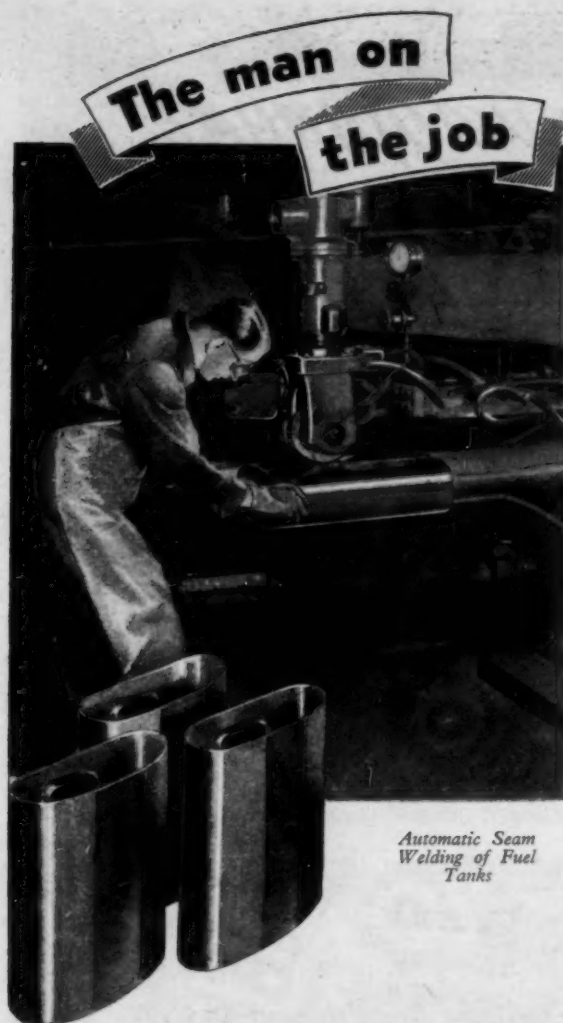
The electrical controls used on the Overdrive have been developed by Joseph Lucas (Electrical) Ltd.



Laycock- de Normanville verdrive

Manufactured by **LAYCOCK ENGINEERING LTD., VICTORIA WORKS, MILLHOUSES, SHEFFIELD 8**
 under exclusive license from **AUTO TRANSMISSIONS LTD., COVENTRY.**





Automatic Seam
Welding of Fuel
Tanks

Give a craftsman the backing of an exceptionally high standard of research and development as applied to plant, materials and component design—and the improved result is at once apparent in the finished product. That is why so many R. O. tanks are supplied to the leading manufacturers of cars, commercial, passenger, heavy duty and agricultural vehicles.

There is an R. O. tank for every type of vehicle, complete with all fittings and tested to all limits.

RUBERY OWEN

Components

CHASSIS FRAMES . CHASSIS MEMBERS
REAR AXLE CASINGS . AXLES . ROAD
WHEELS AND DISCS . AUTOMOBILE
PRESSINGS . BOLTS, NUTS, STUDS,
TURNED PARTS.

RUBERY, OWEN & CO. LTD. DARLASTON . SOUTH
STAFFS.

Member of the Owen Organisation



Available in
hard-wearing
COTTON DUCK,
BEDFORD CORD, luxurious TARTAN CLOTHS
and the popular TYGAN PLASTIC CHECKS

Expertly tailored for
almost any model of
car from approxi-
mately 1935 onwards

POST THIS COUPON TO-DAY

To CONWAY CAR ACCESSORIES LTD.

185 The Vale, Acton, W.3. Phone: SHEpherd's Bush 1079 and 6651

Please send me quotation and free patterns of car seat covers for my

.....car.....year.....h.p.

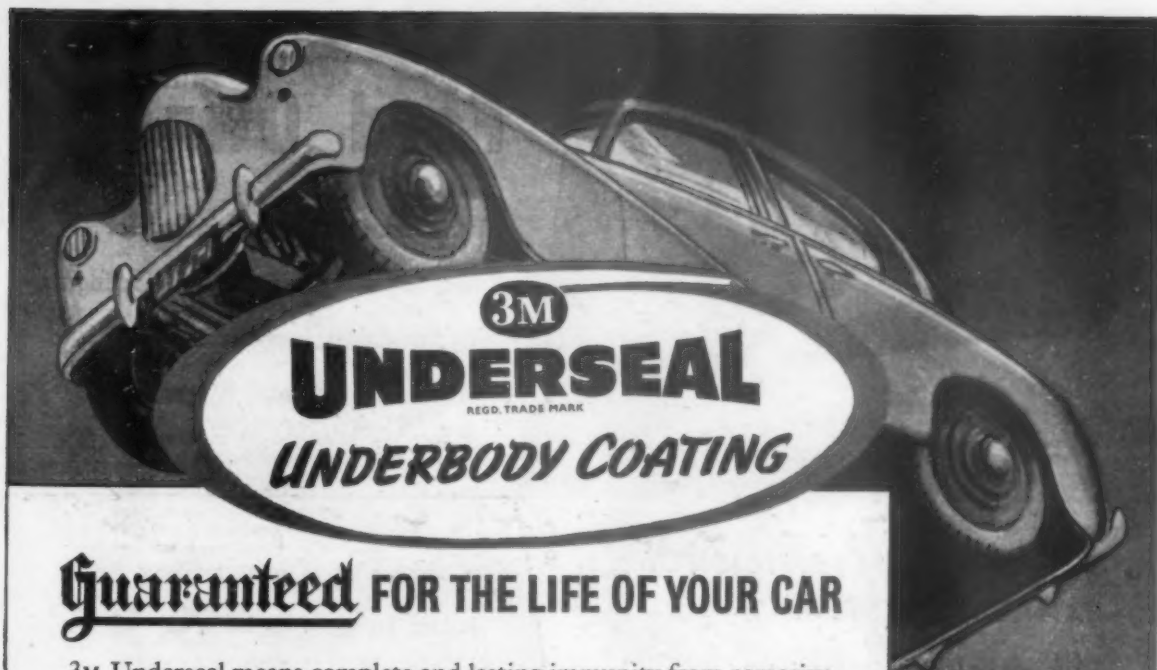
Name

Address

Name and locality of my garage

(if quotation desired through garage)

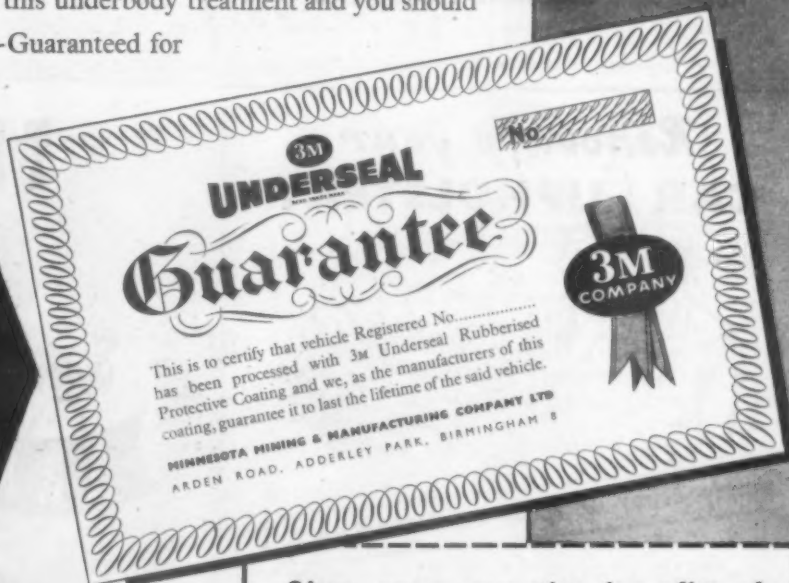
AUTOCAR—JANUARY 22



Guaranteed FOR THE LIFE OF YOUR CAR

3M Underseal means complete and lasting immunity from corrosive attack and damage to vulnerable under-car surfaces. Fifteen years' experience has perfected this underbody treatment and you should insist on 3M Underseal—Guaranteed for the life of your car.

**THE RESULT
OF 15 YEARS
EXPERIENCE
OF UNDERBODY
PROTECTION!**



3M
UNDERSEAL
REGD. TRADE MARK
Sprayed to Last

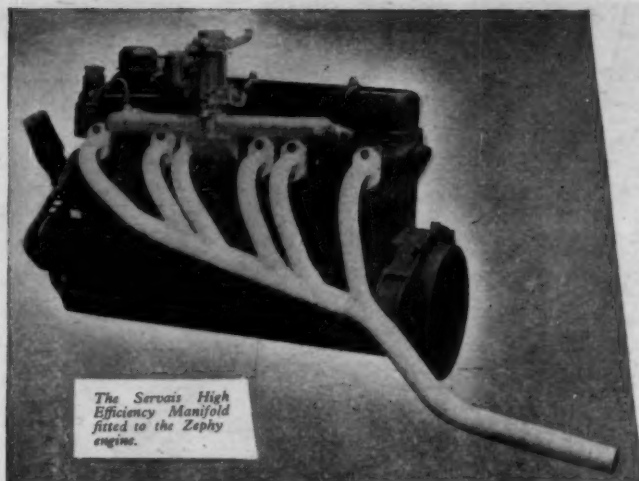
MINNESOTA MINING & MANUFACTURING COMPANY LTD
LONDON • BIRMINGHAM • MANCHESTER

Give your car the benefit of UNDERSEAL Underbody protection

Where rust, grit and flying stones play havoc with unprotected surfaces—there you need 3M Underseal. Your garage will be pleased to quote you for spraying with this proved 3M rubberised coating. Take no chances, insist on 3M Underseal.



ASK YOUR GARAGE TODAY



Ford Owners!

Revolutionize the performance of
your ZEPHYR or CONSUL Engine
by fitting the Servais High
Efficiency Exhaust System.

SERVAIS HIGH EFFICIENCY EXHAUST SYSTEM

Write now for full details and prices to:

SERVAIS SILENCERS LTD.,

Ashford Road, Cricklewood, London, N.W.2

Complete kit of parts available for
instant fitting to engine after
removal of existing manifold pipe and
silencer system.

Renovate your CAR UPHOLSTERY



Invest a few shillings in renovating the upholstery—and the value of your car is up by pounds! Simply brush or spray on NUAGANE Flexible Leather Lacquer: in a matter of minutes your upholstery is sparkling new again... without a single scratch or crack—with new look, feel and colour. Waterproof, durable, ideal for real or imitation leather, NUAGANE is available in 24 delightful shades.

Write now for free colour card.

NUAGANE

Flexible Leather Lacquer

NUAGANE PRODUCTS LTD., 195 OHO SQUARE, LONDON, W.1

Telephone: GERrard 3347-8-9

NUAGANE is obtainable from your garage and from HALFORDS Trade prices on application. Overseas enquiries invited.

TRANCO



**ENDS PREMATURE BURNING OF
EXHAUST VALVES**

Manufactured by:

FARNBOROUGH ENGINEERING CO. LTD., FARNBOROUGH, KENT
MIDLAND SERVICE DEPOT: COURT STREET, LEAMINGTON SPA

The
connoisseur's choice



'SILVER PEAK & WHITE PEAK' NUMBER PLATES

If you have ever noticed how smart some number plates look, you were, most likely, admiring the Ace "Silver Peak." These are the number plates with the anodic satin-silver finished, non-glare characters—a firm favourite of discerning motorists because their style is neater, they harmonise with the car chrome and because they withstand the test of time. There's a "White Peak" too, for those who prefer white characters and the new Ace "Registrator" translucent rear number-plate which you should fit if intent upon perfecting your rear lighting. It can be mounted on to the rear body panel so that twin rear and stop lights may be fitted on the wings—the number plate contains its own lighting. It is certainly the number plate you should fit on your new car—it has all the attractive features of much more expensive translucent number plates, but there is no glass, lighting consumption is lower, no recess is needed in the body, and the plate is only 1in. thick. Please write for fully illustrated catalogue, free on request.



Britain's best number plates

REGISTRATOR
TYPE S.I.



Manufactured by

CORNERCROFT LTD.

Ace Works, Coventry. Telephone: Coventry 64123
32 Clarges St., London, W.1. Telephone: Grosvenor 1646



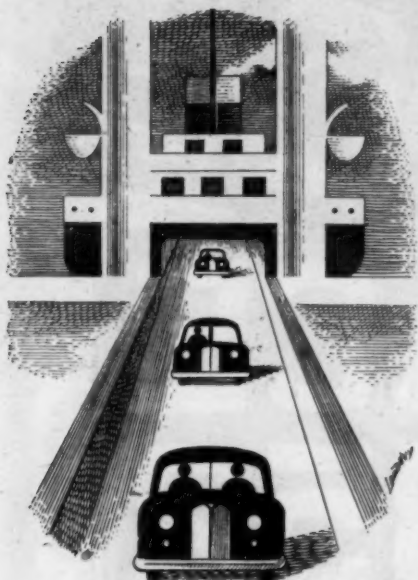
'RIMBELLISHERS'

Can you picture your own car fitted with "Rimbellisher" wheel trims? It's difficult because they make so surprising an improvement to a car's appearance—not just to the wheels. They make wheel cleaning easier, too, and they protect the wheel paint from flying stones, etc. The quality of chrome plating we now use is back to pre-war standard so they will maintain their attractive and fresh appearance with little effort. "Rimbellishers" are easy to fit and they cannot work loose, rattle or fly off. The patent worm-drive self-locking fasteners shown below are used to fit the rim to the wheel and ensure a 100% secure fixing. Order a set from your garage—you will be more than pleased with them. Catalogue free on request. PRICE £6.0.0 per set of Four and Fittings.



Ask your garage
to fit them on
your car...

Take your car the CHEAPEST way to France by BRITISH RAILWAYS' SPECIAL CAR-CARRIER SERVICES



**DRIVE YOURSELF ON—!
DRIVE YOURSELF OFF!**

EVERY DAY (Sundays included)

via

- **DOVER-BOULOGNE** by s.s. "Lord Warden" (130 cars) also s.s. "Dinard" (75 cars).
- **DOVER-DUNKERQUE** (Daily and Nightly) by Ferry Steamers with space for up to 65 cars and passenger accommodation.

Good Restaurants, Lounges, Smoke-rooms and Bars on Steamers ensure maximum comfort en route.

CAR RATES
from **£4.0.0**
SINGLE JOURNEY

MOTORISTS' FARE
also accompanying **34/3**
car passengers **SINGLE**

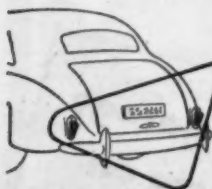
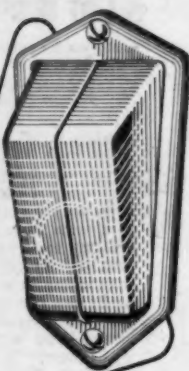
Details of services, rates, fares, etc., from Continental Superintendent, Victoria Station, London, S.W.1., or from A.A. and R.A.C.

BRITISH RAILWAYS

'RAYDYOT' STOP & TAIL LAMP

Ultra-smart rear lights of superb design and finish. Simple wing fitting, heavily chromium plated... completely waterproof. Supplied complete with twin-filament bulb, cable and snip-snap terminals.

No. ST12/2405. For 6 or 12 volt. Price 32/6 per pair. Most good garages stock.



**FITS MODERN
CARS... AND
MODERN
CONDITIONS**

JAMES NEALE & SONS LTD
GRAHAM STREET, BIRMINGHAM. 1
LONDON DEPOT: 95 PIMLICO ROAD, S.W. 1

KEEP HER WARM

You'll be surprised at the result obtained by fitting a Mory Radblind. Correct engine temperature gives better performance with a saving in oil and petrol.



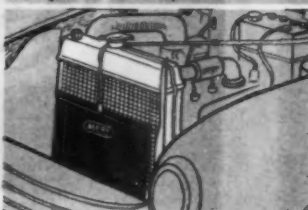
BUT NOT TOO WARM

Precision controlled from the comfort of your driving seat, this ingenious accessory is easily adjusted to suit all weather conditions.



THE EASY WAY

Simple to install and to operate, the Mory Radblind is completely out of sight but always to hand ready for instant use. Models from 50/- complete.



Proved by over 25 years of hard Continental weather extremes, the original patented Mory Radblind will reduce your motoring problems this winter.



Full details from your local garage or write direct to:—

MORY & COMPANY LTD
Cunard Hse, Leadenhall St., London, E.C.3
Telephone: Avenue 3434 (20 lines)

borgward HANSAon top of
the world

The Fastest Production Diesel — Reliable and Economical

HERE is an amazing step forward in motor car design. Everybody has been waiting for the Ideal Diesel motor car. They wait no longer. The Borgward HANSA is here! Four cylinder diesel engine giving an extremely flexible performance, and yet only consuming one gallon of fuel for every 50 miles! Another important point is that this engine, although extremely sturdy, is completely vibration free and, as you probably know, will last "for ever." There is immediate delivery on all models. A roomy 5-seater car!

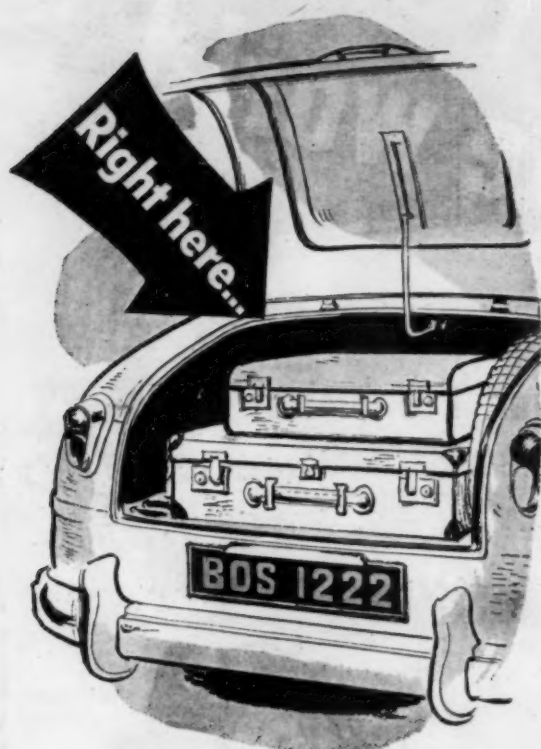
borgward
HANSA

Metcalf & Mundy Ltd

Enquiries invited
for Main Distributorships
and Agencies in Scotland

280 OLD BROMPTON ROAD, LONDON, S.W.5. Tel. FREmantle 5471, 0186-7

ADHESION AND SEALING POINTS IN CAR MANUFACTURE



... there's a job for Bostik

It's just as important to keep out the dust as it is to keep out wind and wet. That is why car manufacturers use 'Bostik' Sealing Compound wherever there is a possibility of dust penetration. ALL British car manufacturers employ the 'Bostik' System of Adhesion and Sealing and find that the use of 'Bostik' Adhesives, 'Prestik' Sealing Strip and 'Bostik' Sealing Compounds paves the way to faster, cheaper, and more efficient production methods. Bear in mind that

for every sticking and sealing job in the Motor Industry there's a job for

Bostik

The word "Bostik" is a registered Trade Mark of

B.B. CHEMICAL CO. LTD., ULVERSCROFT ROAD, LEICESTER

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Famous in FOUR REIGNS

L. ROBINSON & CO. (GILLINGHAM) LTD.
London Chambers, GILLINGHAM, KENT. Phone 5282

LEX

WEMBLEY COURT MOTORS for the sensational Mark VII JAGUAR



Powered by the record-breaking XK120 engine

We will gladly supply full particulars of this world-famous car or arrange a demonstration run at a time to suit you. Place your order NOW for early delivery.

LEX (WEMBLEY COURT MOTORS) HIGH ROAD, WEMBLEY
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To Jaguar owners. A 24-hour specialised service by Jaguar-trained engineers is offered at the SERVICE STATION, FORTY AVENUE, WEMBLEY.
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**AND
NOW**

SUPERFORMANCE



**WITH
Super FINA**

**THE PETROL THAT HAS *EVERYTHING*
THE MODERN ENGINE NEEDS**

*** SUPERFORMANCE means:**

Higher anti-knock value
Maximum miles per gallon;
Volatility for easy starting;
A cleaner engine and a new low
in maintenance and engine wear

**Superformance is
Performance Plus**



FINA PETROLEUM PRODUCTS LTD., 25, VICTORIA ST., (SOUTH BLOCK) LONDON, S.W.1

— DOWNTONS Advertising



In the recent 6,500 mile Australian Reliability Trial, out of 192 entries only 72 cars finished.

11 Peugeot "203"s were entered; 10 finished. Cars identical with the Peugeot "203"—**outright winner**—are available here now.

Price £695 including heater. P. Tax £290.14.2.

203 Peugeot

County Distributors and Main Agents

FRASERBURGH. B. Schrader, Sesforth Garage. FRASERBURGH 372.

GLASGOW. Armour Motors, Newburgh Works, Newlands. LANGSIDE 9161.

BELFAST. Wilson & Leeper. Bridge End. BELFAST 57084.

DOUGLAS. Isle of Man. John Shimmin, 26/27, Derby Square. DOUGLAS 1198.

MANCHESTER. Grosvenor Garage, Burnage Lane. Levenshulme. RUSHOLME 2874.

HULL. Wilberforce Garage Ltd., 29, Dock Street. HULL CENTRAL 33012.

BRADFORD. Lambert Motors (Bradford) Ltd., Buck Street Garage. BRADFORD 24171/2.

HUDDERSFIELD. Newton of Huddersfield, Viaduct Street. HUDDERSFIELD 3311.

LEEDS. Clarence Foster, 212, Cardigan Road. LEED 51006.

CHELtenham. Metropolitan Motors, Hewlett Road. CHELTENHAM 4596.

ROMFORD. Fredk. Harringtons, 306, London Road. ROMFORD 1815.

FOLKESTONE. Auto Pilots, Folkestone Harbour. FOLKESTONE 4589.

Applications for territory to Sole Concessionaires Gt. Britain and Northern Ireland:—
TOM KNOWLES, 19, Brick Street, Piccadilly, London, W.1

Phone: Grosvenor 3673/4



Your new

VAUXHALL

You'll be proud to own a Vauxhall! We invite you to discuss delivery of your new model and details of servicing by our factory trained mechanics.

KEITH & BOYLE (LDN) LTD

Vauxhall & Bedford Main Dealers

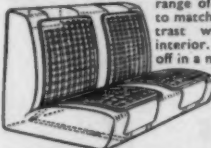
TERMINAL HOUSE, 80 CLAPHAM ROAD, LONDON, S.W.9

(Close to OVAL Underground) Telephone: RELiance 4211 (7 lines)

RADIATOR BLIND
For Austin A30, A40 Somerset, A70 Hereford, Morris Minor, Hillman Minx, all Ford models, etc. Cable controlled from inside car. For easy starting and petrol saving. Easy to fit. 45/- each, post paid.

DRAUGHT DEFLECTORS
Safety glass. Chromed brackets. Fitted with four self-tapping screws supplied. Fresh air without draughts. 65/- per pair, plus 1/6 postage.

CAR SEAT COVERS. Something entirely new in seat comfort. To fit bench or bucket type seats. Padded with foam rubber and upholstered in a range of colours to match or contrast with car interior. On or off in a moment. 55/- each, carriage paid.



WEATHERSHIELDS-COSMIC INTERIOR HEATER
For most popular cars. Only fresh W A R M air enters the car. No connection with the water or electrical systems. Easily installed at home or at your garage. With De-mister 85/-, carriage paid. Without De-mister 70/-, carriage paid.

SLIDING ROOF CONVERSION
For HEALTH, COMFORT, SAFETY. have your fixed-head saloon converted to SUNSHINE OPENING ROOF at our works or by our appointed fitting agents. The roof specified by leading car manufacturers. Send for full particulars and name of your nearest agent.

ARM-REST for BENCH SEATS
Saves driving fatigue and serves as a useful container. Well upholstered in a range of attractive colours. 40/- each, plus 2/- postage.



Mark items in which you are interested with X. Fill in the coupon, cut out this advertisement and post for full particulars.

NAME
ADDRESS

Weathershields Ltd
BISHOP STREET, BIRMINGHAM 5

Measham does Everything for the man with a car to sell..

Measham has a national reputation, gets the crowds, makes them comfortable, sets them bidding—for your car.



Measham will do the collecting, valuing, valeting, storing—of your car.

Measham will arrange hire purchase, insurance, part exchange, and indemnify the buyer—of your car.

If you have a car to sell—send it to Measham!
Sales every Tuesday and Thursday—free travel to and from Measham—write for timetable.



Most cars - most people -

Measham

MEASHAM MOTOR SALES ORGANISATION LTD
(Chairman: G. A. HILL, M.I.M.I.)

Details of all Measham Services, current entry form, and sale conditions free on request.



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"PURCHASERS of motor vehicles at Measham are guaranteed a good title and are offered a protection, to the best of my knowledge, hitherto unknown."

G. A. Hill

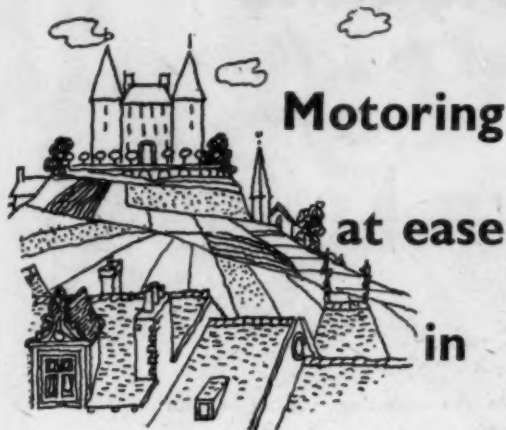
Please send me the 140 pp. Measham Magazine, with the latest prices of all used cars sold and 90 pp. of price information.

I enclose 7/- for current copy. } Cross out which does
4 gns for annual subscription. } not apply.

Name

Address

D.W.83



FRANCE

The "joy of the open road" really means something in France; immense stretches of splendid roads on which you can maintain high average speeds with safety, beautifully engineered mountain roads, picturesque country roads, none of them overcrowded, with magnificent and varied scenery along them all.

Everywhere there are good hotels, big and small, and wayside restaurants where French food (and perhaps a bottle of local wine) can be enjoyed.

A new folder, "Motoring in France", with maps and suggestions, is yours for the asking.

FRENCH GOVERNMENT TOURIST OFFICE

179, Piccadilly, London, W.1



Motor and Motor Cycle Enthusiasts WANTED

as volunteers in all types of Mechanical Transport units† in the ROYAL ARMY SERVICE CORPS ARMY EMERGENCY RESERVE.

The RASC Emergency Reserve units are to provide a large part of the Army's transport, immediately, in case of mobilisation.

★ Volunteers are committed only to 15 days training each year. This training is devoted mainly to operational practice with vehicles and to firing weapons.

The essence of the effort is to build up units with the right spirit so that they will be able to tackle any road transport job, immediately, should the need arise. The motor enthusiast is the type of volunteer needed.

In most cases any rank held in the Services at the end of the last war can be guaranteed to volunteers. There is good scope for promotion for Officers and NCOs. Full pay and allowances are, of course, paid for all training. Additionally there are very useful annual bounties according to the category of Reserve.

This is a serious and important job, but, done properly it is as satisfying as a good motor rally or trial. Write to OC HQ AER RASC, West Camp, CROWBOROUGH, Sussex for details. Motor Club Secretaries are particularly requested to contact HQ AER RASC.

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EDITOR

H. S. LINFIELD

MIDLAND EDITOR

A. G. DOUGLAS CLEASE,
B.Sc., A.M.I.Mech.E.

ASSISTANT EDITOR

MICHAEL BROWN

EDITORIAL DIRECTOR

ARTHUR B. BOURNE

Editorial, Advertising and
Publishing Offices:

DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.1.

Telegrams: Autocars, Sedist, London.
Telephone: Waterloo 3333 (60 lines).

BRANCH OFFICES:

COVENTRY

8-10, Corporation Street.
Telephone: Coventry 5210.

BIRMINGHAM, 2

King Edward House, New Street.
Telephone: Midland 7191 (7 lines).

MANCHESTER, 3

260, Deansgate.
Telephone: Blackfriars 4412 (3 lines).
Deansgate 3595 (2 lines).

GLASGOW, C.2

26b, Renfield Street.
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The Autocar

FOUNDED 1895

No. 3034

Friday, 22 January 1954

Vol. 100

The Race Is On

ON August 8, 1952, an article in *The Autocar* urged the motor industry and the Government to rise to the challenge of the small gas turbine. The large gas turbine is sweeping piston engines out of the skies, has begun to generate electricity, to propel ships across the ocean and trains along obsolescent permanent ways. On the road, and for very good reasons, the gas turbine foothold is slight, but the promise at the top of the climb to success is infinite. Britain was fortunate in having Sir Frank Whittle as a passionate advocate of rotary power, and the Rover company as experimenters in rotary units for the road. The lead of JET 1, their turbocar mobile testbed, is no fewer than four years over its first challenger, described on page 121. But this challenger, the Firebird of General Motors of America, must be reckoned with, not for itself so much as for what it represents—the resources of the world's largest vehicle manufacturing organization, existing in a fiercely competitive economy in which are such other giants as Ford and Chrysler.

Known and unknown, all these companies are now spending heavily on research, amongst which are gas turbine projects. Something similar is, of course, happening elsewhere, and in this country Austin have taken out a patent covering a gas turbine power plant; but the American effort is likely always to be on a scale roughly in proportion with the size of its industry, which is at least six times that of this country.

Nothing in the foregoing presupposes that the gas turbine *must* come as a power unit for cars, nor has anything significant emerged since we last stated our opinion that the first production gas turbine car was still some years away. That view holds good today, but with the additional footnote that nothing, equally, has emerged to suggest that the gas turbine will *not* become a standard power unit for cars.

These are times when the margin between international solvency and insolvency has narrowed, and when every opportunity to keep on the right side of the danger line must be seized. The gas turbine is a perfect example of such an opportunity. In the air Britain seized and held it under the compulsion of war, but there are signs that a similar opportunity on the ground will be grasped elsewhere.

Simultaneous Addition

IT is tempting to be funny about the coincidence of the oil companies' latest addition to their motor spirit. Within a day or two of each other, several of them announced that their spirit contained a new additive to deter plug-point corrosion, increase octane number, or something similar. No doubt it does, and that each additive does just what is claimed for it, but the motorist must ask how it has happened that the research chemists of each company have arrived simultaneously at what might be termed, with acknowledgment to Archimedes, *eureka*-point. And if, in fact, they arrived there not simultaneously, some time ago, then he is entitled to ask why the benefits of the new additives have been withheld from him for so long. As he draws up at one lighted globe or the other, determined to have only the brand of his choice, the car owner likes to think of the petrol companies as locked in that deadly struggle which must surely be implied by the expression, "cut-throat competition." After this latest manifestation of simultaneity it begins to dawn on him that he might, in fact, be instead the victim of what the economists call a "beneficial monopoly."

Provided that he is well served, the motorist is unlikely to grumble, or even to worry about the state of affairs. There is, however, one over-riding consideration that the Chancellor, and the oil companies might bear in mind, and that is that petrol is too dear. It is so dear in fact, that it is replacing the old h.p. formula as a strait-jacket on design, and encouraging the diesel in smaller sizes. The fault lies mainly with the Chancellor, oil company price reductions being overshadowed by the enormous tax. Some simultaneity would be welcome here—of pressure on Mr. Butler to reduce the onerous burden.



Under-bonnet luggage accommodation in the Volkswagen is limited to a certain extent by having to find room for the fuel tank and spare wheel. In addition to the space here, there is some room behind the rear seats for baggage.

nineteen-thirties, and, after the last war, the short-lived Kendall, which had a three-cylinder air-cooled radial engine. Since then there have been the Type 170H Mercedes-Benz, and also the German Champion, which must have one of the smallest engines to be used in this type of design. This single-cylinder two-stroke power unit has a capacity of 250 c.c., and is mounted at the extreme end of the chassis, which consists of a single main tube with two cross tubes carrying the torsion bars for the suspension. In 1951 came the Trippel SK10, again from Germany. With a larger engine, a 500 c.c. flat twin Zundapp, the Trippel was said to have a quite lively performance combined with a fuel consumption of 60-70 m.p.g. The body shape was attractive, with all four wheels enclosed, and this semi-streamlining was undoubtedly an aid to its economy. One unusual feature of the Trippel was that it used rubber blocks in torsion for the suspension medium.

These are examples of comparatively small cars, the Champion especially, and another small vehicle has come from France, indeed, from one of the best-known factories in the industry. The 750 Renault, with its four-cylinder water-cooled engine, is now well known in England, having been introduced immediately after the war, and it has been for some time assembled and finished in Great Britain. Typical of this design are the air outlet louvres in the engine

Rear-engined Cars

THOUGHTS ON PAST AND PRESENT DESIGNS IN THEORY AND PRACTICE

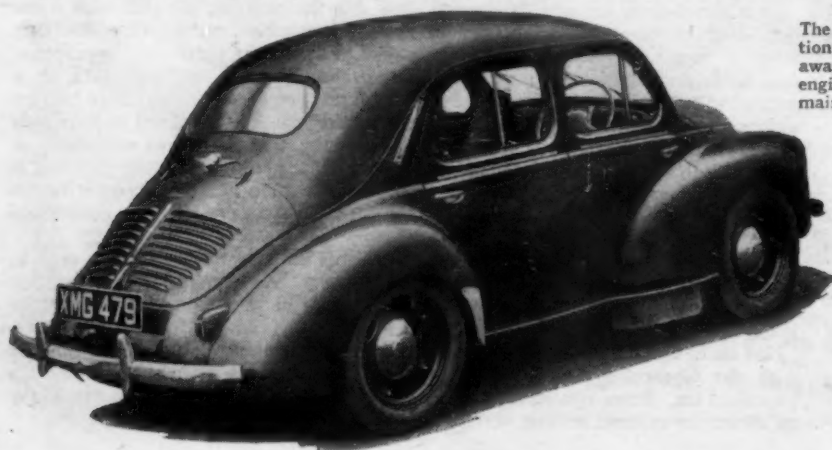
EARLY car designers placed the engine at the rear of the car, usually underneath the seat or seats. In those days, however, the overall length was, on average, not as great as it is today, and various current problems which occur with rear-engined cars did not exist then. People did not worry about heating; they merely donned another goatskin coat and braved the elements that way. The accessibility of the engine was excellent, and there were few problems with cooling, as the unit was usually well exposed. The weight distribution had little effect on road-holding as it is known now, and, because of the low speeds, the now common problem of the back end of the car skidding on a corner did not arise as acutely as it may today.

After the end of the last war interest in the rear-engined chassis was revived, the most talked-of example being the Volkswagen. Nearly every example of rear engine design today has come from the continent of Europe, exceptions in Great Britain being the Burney, Crossley and Trojan of the

cover, cooling air being taken in via scoops on the leading edge of the rear wings. Of the smaller rear-engined makes the Renault has become prominent of recent years in competitions, and this may have a considerable bearing on its roadholding capabilities.

Czechoslovakia produced the Tatraplan, a smaller version of the V-eight-engined Tatra. The Tatraplan has a 2-litre flat four-cylinder air-cooled engine, with twin carburettors and a large multi-bladed fan for cooling purposes. Air is drawn in through scoops in the top of the sloping tail and a four-speed gear box is fitted. A central backbone frame is employed, to which the body structure is welded.

But of these and others such as the 2 h.p. Rovin, with its flat twin water-cooled engine, which appeared in 1947, and the Julien minicar of the same era, the best known today are the Renault, the Volkswagen and its development, the Porsche. The Volkswagen is a very serious competitor in the world market, as the output from the factory is now claimed to be



The Renault 750 : The position of the engine is given away by the air louvres. Rear engine layout was adopted mainly to reduce production costs.

Right : The Tatraplan has a useful amount of room in the rear compartment and all seats are well within the wheelbase. The air inlet ducts above the engine are the only indication that the car is not of conventional design

the third largest in the world. Both Porsche and Volkswagen are similar in their layout, the former having been developed to give a high performance. An outstanding feature of both cars is the remote central gear change, which must be one of the quickest and most pleasing manually operated changes fitted to any car.

All cars have their weak points and disadvantages and, like the more conventional design, the rear-engined vehicle has its good and bad points. Appearance might be held against it by some, but in time it is possible to become accustomed to most things. The absence of a frontal radiator, which makes it easier to have a sloping bonnet line, aids styling designed to give a smooth, aerodynamic shape to the car, one result of which may be, in practice, a better fuel consumption for a given size of engine. The resulting bonnet line also gives greater visibility, provided the designer has not made the windscreen pillars too thick, and the occupants of the front seats can see the ground immediately in front of the car. It has been said that the close proximity of the road whizzing under one has a bad effect on the eyes, or tends to mesmerize the crew. But usually the average driver looks well ahead of the car, and therefore should not be worried with this phenomenon.

Because of the absence of the propeller-shaft in a rear-engined car, a flat floor is possible together with lower



Unit construction of engine, gear box and rear axle was a feature of the Julien. Cooling problems, inherent in the rear-engined car, were overcome by ducted air being forced round the deeply finned cylinder by a multi-bladed fan. So self-contained an engine-transmission unit as this simplifies withdrawal for major overhauls or repairs, and thus may lower operating costs.

... by **CHARLES HAYWOOD**

seating. This adds up to a lower overall height and centre of gravity. A small point, perhaps, but a low-built car is easier to clean. Another advantage, though not so apparent when an air-cooled engine is used, is the reduction of mechanical noise in the driving compartment. With a forward-engined car of a medium price range there is usually some indication that the engine is running, apart from the instruments, when the vehicle is stationary, but with the rear-engined version this noise reaches a very low level and in some instances is almost non-existent.

Luggage Space Lacking

Fumes from a rear engine do not enter the body of the car so readily, although this advantage is sometimes eliminated if petrol vapour originates from a forward-mounted fuel tank. Heating is well looked after by modern systems, and in the Volkswagen and Porsche really hot air is blown through ducts in the body framework for heating and demisting purposes. The chief disadvantage might well

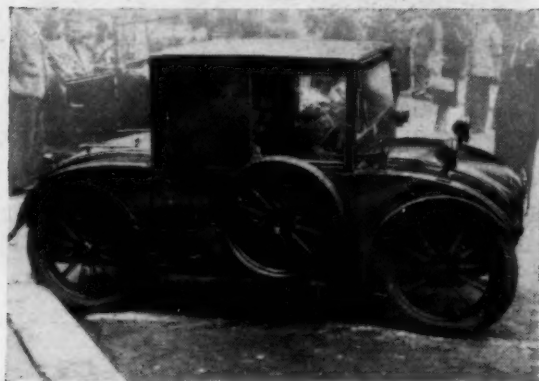
be the reduction of luggage accommodation. This especially applies with a four-seater body and few, if any, rear-engined designs can claim to have overcome this problem. Of course, roof luggage racks can be fitted. Unless a conventional frontal appearance is adopted, the space under the sloping front end of the rear-engined car is occupied by the spare wheel, and in some examples the fuel tank and battery, leaving little room for anything except parcels. There is sometimes stowage behind the back rest of the rear seat, but this has its disadvantages, the occupants having to move if any item is required, and the driver's rear vision is obscured if bulky objects occupy the space. In one rear-engined car, if the driving seat is adjusted to suit a long-legged driver the back of the seat almost touches the rear seat cushion, but in a similar design there is room for two small-sized passengers in the rear compartment. So one is really left with the choice of a body having seating for four persons and a small amount of luggage, or two seats and accommodation for such luggage as might be required for a journey of considerable duration.



Rear-engined Cars continued

Mechanically, mounting the engine at the rear of the chassis creates no outstanding difficulty. In the 750 Renault the power unit and rear axle can be removed from the frame as one unit after disconnecting control rods and so forth and the whole can be wheeled away for servicing. This method would be especially valuable if it were applicable to other types of cars, in particular, those serviced by large garages in big towns, when several spare units could be kept as a "float" and used to replace those due for servicing. For water-cooled engines the radiator has to be placed forward of the engine and the blower or fan for air cooling is usually in the same position.

As regards accessibility of the engine and its auxiliaries, there is no great difficulty in getting at the units. Accessi-



The little Hanomag, produced in Germany in 1926 as a rival to the successful Austin Seven, had a 6 h.p. single-cylinder o.h.v. engine mounted at the rear. The transmission braking system was interesting in that the foot brake shoes expanded into and the hand brake shoes contracted upon one and the same drum. The rear-engined Volkswagen (below) though not sharing the same box-like appearance comes from the same country and has a family likeness in its sloping bonnet.

bility of sparking plugs and tappets of the horizontally opposed engine might lead to criticism, but the tendency of the modern engine to maintain its tune over long periods means that these items need but infrequent attention.

Independent rear suspension is employed in conjunction with rear engines, as the drive is transmitted direct from the differential-gear box unit to the wheels through short shafts. On the 170H Mercedes, coil springs in conjunction with torque arms are used, and the Renault also has coil springs, but with wishbones. Both Porsche and Volkswagen employ torsion bars. The V-eight cylinder Tatra, as well as the short-lived straight eight 3-litre Burney, had transverse leaf springs. Incidentally, the Tatra and the Burney were full-sized four-seater saloons, while the rear-engined cars of today are of much smaller dimensions.

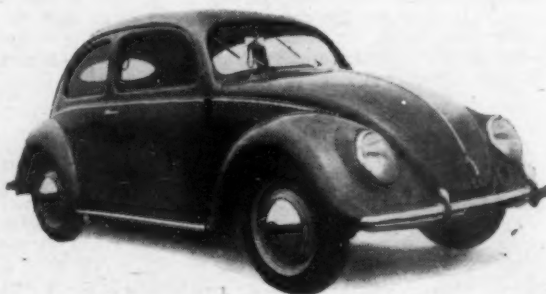
Adhesion to Wet Roads

It is natural to wonder how a car with nearly 60 per cent of its weight on the rear wheels manages to stay put on corners, especially on wet or icy surfaces. A car with a forward engine will slide laterally if it is driven over its skidding limit, but will respond to correction if it is steered into the skid, as the textbook says, and the majority of drivers know what to do. But with excess weight at the rear there can be a tendency for the rear-engined car to become a kind of pendulum if fast cornering is indulged in under adverse weather conditions. The larger and faster examples, especially, were culprits in this way and that may be one of the reasons why the overall size of present-day designs has been scaled down. In one rear-engined car the writer took a bend too quickly, on a wet surface it must be admitted, and whereas it was felt that with a forward located engine the car would have responded almost immediately to the usual treatment, it became a case of tail wagging dog, and there was some very hectic sawing at the steering wheel until the slide straightened out.

But this, it must be said, was exceptional, and with the present-day designs, provided that the driver remembers that cornering at high speeds on wet surfaces requires just that little more concentration, the modern rear-engined car will hold the road as well as the more conventional design. The steering has usually a light feeling owing to the weight distribution, and a definite degree of oversteer characteristics can be associated with this layout. This is more noticeable on the abrupt corner which is taken at speed, when the driver will find he has to "unwind" the steering wheel to keep on course.

High-speed Work

The suitability of a rear-engined car for high speed work was successfully demonstrated by the team of Auto-Unions engaged in Grand Prix racing between 1934 and 1939. For example, five big events were won by Auto-Union in 1936 and 1937. The V-sixteen engine was mounted immediately in front of the rear axle centre line with the gear box behind the differential unit. Front suspension by transverse torsion bars was used and at the rear a transverse leaf spring bolted to the differential housing supported swing axles. On the later cars, the leaf spring was replaced by torsion bars placed inside the tubular chassis frame members. With the more usual design of front engine and rear fuel tank, or vice versa, weight distribution changes as the tank empties, but Auto-Union avoided this by having the tank in the middle of the car, behind the driver, so that there was little or no change in the feel of the car as the tank emptied. Apart from their successes on racing circuits, these cars showed that it is possible to corner quickly with a rear mounted engine when



they won, amongst other hill-climbs, at Freiburg and La Turbie, four years in succession.

This is an example of lessons learned in racing having benefited production cars, for both the Volkswagen and the Porsche can claim to belong to the same family. The Porsche certainly is keeping up the tradition with its competition successes of recent years.

The answer seems to be not to be afraid of the unconventional; after all, there is a certain satisfaction in owning a car which is not just another XYZ. Present-day examples of rear-engined layouts are all attractive to handle and what does merit consideration, compared with a conventional design of similar size and engine capacity, is the fact that in most examples opportunities afforded by rear engine layout of reducing car length, height and weight, and improving the shape aerodynamically, have been taken. Good m.p.g. figures result, because besides making the car use less power to propel itself, the factors in question permit it to do so through high top gears.

MARATHON MAGNIFIQUE

News of the Monte Carlo Rally Competitors from All Points of the Compass

MONDAY dawned fair after a week of fog, snow, ice and gales at various parts of the routes, and competitors at Athens, Glasgow, Lisbon, Munich, Oslo, Palermo, Stockholm and Monte Carlo scrutinized weather reports, carried out last-minute adjustments and fidgeted as zero hour approached. As *The Autocar* closed for press, reports were pouring in from every corner of the Continent giving up-to-the-minute information on the progress of the competitors. Stories of triumph, tales of woe, news of disappointment and snatches of humour trickled in with the mass of information from each starting point. In this greatest rally in the world nothing can be taken for granted; it is a gruelling test of car and drivers, it is a test of endurance, of grit, courage and stamina, but above all it is a test of prestige. With the exclusion of maestros such as Sydney Allard and Donald Healey every British competitor seems more determined than ever that the premier award shall fall to a British car and crew. But back to the beginning, to Blythswood Square in

Glasgow

A typically mild Scots drizzle greeted the ninety competitors who made this their starting point. Huge crowds milled round Blythswood Square in front of the R.S.A.C. headquarters and marvelled at the equipment which festooned each vehicle. A Hillman Minx driven by M. Anderson carried a galaxy of gadgets and came in for a great deal of admiration from the rally minded public. And rally minded it was indeed; a rousing cheer greeted each of the competitors as they started their engines for a last-minute check up. As is usual, a wild-firing rumour circulated during the hours before the start and many competitors wondered whether the rally speed would, as it had been suggested, be raised from 50 to 55 k.p.h. (32 to 35 m.p.h.). The

Irish entry J. Millard sets off in the rain from Blythswood Square, Glasgow, in his Austin A.30.



rumour was quickly scotched, however, but many competitors who knew of the erratic mails from the Continent were sceptical. The French postal strike did, in fact, make itself felt; the official seals for the cars did not arrive, but with the co-operation of A. K. Stevenson, secretary of the Royal Scottish Automobile Club, David Stewart of the R.A.C. made effective improvisations which were readily approved. Remarkably enough, the seals did

eventually arrive, but twenty minutes after the last competitor had left.

With the crowd's enthusiasm at fever heat the Sunbeam-Talbot of Miss J. M. L. Slatter took its place as first away and A. K. Stevenson instructed her to start the engine; it sprang to life with a healthy note, and, at 1.09 p.m. Lord Weir, president of the R.S.A.C., brought down the saltire of St. Andrew; Miss Slatter slipped in the clutch, the crowd roared, and the great adventure was on. At one-minute intervals the cars streamed through Glasgow and out of the city by Tollcross Road. There was an extra spot of cheering by the steadily growing crowd for the two Scots girls—Anne and Christine Neil—who are competing in a Continental event for the first time in a Standard Vanguard.

On the way to the first control at Llandrindod Wells, in Central Wales, a clear sky and a brilliant moon helped the competitors to maintain their schedule. As a result of a personal letter from Colonel Barnes, of the R.A.C. Competitions Department, to each competitor, many crews had obscured the large competition numbers which were painted on the sides of their cars. This was an attempt to prevent the uninitiated from supposing that the rally was, in fact, a race. Through the night the drivers pressed on; Brown and London, in a Jaguar, were forced to take to the grass to avoid an oncoming vehicle, while J. A. Bolton and F. V. D. Rabbitts suffered the ill fortune of losing all their Thermos flasks as the door of their Singer unexpectedly flew open. Having reconciled themselves to this minor catastrophe, they had a further stop at Carlisle to replace a voltage regulator. The Jowett of Lewis and Osborn had a narrow escape when it was found that the oil cooler securing bolts had worked loose and oil was escaping rapidly. The trouble was quickly put right, however, before the rally started.





While A. K. Stevenson (left), secretary of the R.S.A.C., checks the time, Viscount Weir and Tom Forrest of the R.S.A.C. prepare to flag off the first of the Glasgow starters, Miss J. M. L. Slatter (Sunbeam-Talbot).

MONTE CARLO RALLY continued

Llandrindod Wells was a hive of activity from around 11 o'clock on Monday night. All Wales seemed to be there and as each competitor arrived loud cheers echoed through the valleys. One high spirited spectator let off the biggest firework ever and dozens of small boys peered enviously from behind their bedroom curtains as a patriotic Welshman equipped every car with a large leek. Two big policemen repainted the numbers on the sides of the 1½ M.G. driven by Grant and Phillips and morale was at its highest. Activity inside the control was as great as that outside; crews were checking in and earlier arrivals were receiving their log books and being wished *bon voyage* by the chairman of the Llandrindod Wells U.D.C., Mr. Alan Breeze.

The Ford Pilot of A. McCracken checked in towards the end of the control time, having had to retrace his route for thirty miles. John Trigg and the crew of his Hillman Californian arrived only a few minutes on the right side of their scheduled time; but all was well, every competitor arrived at the control in time and no one could blame the weather. The worst that was mentioned was slight fog on Shap. From Llandrindod the route selected by the majority of the competitors lay along winding roads to Leominster, Worcester and Oxford. In all the towns and villages groups of spectators assembled to cheer the crews on their way and there were solitary figures at almost every farm gate and road junction. On Fish Hill, near Broadway, the bends were helpfully illuminated by the headlights of spectators' cars. Tail ends were held up for a short time by the level-crossing just before the Oxford by-pass, but the delay was not great and the crews urged their cars on towards High Wycombe, where the staff of the Loudwater Garage were supplying petrol and oil, and, even more important, tea for the crews.

Sweeping past the neon display of light at Northolt Airport, the cars soon reached the White City end of Western Avenue, where the entire (it would seem) staff and students of the Metropolitan police driving school were waiting to

escort competitors across London. The Monte Carlo Rally British Competitors' Club was very active here and prompt assistance was laid on for W. E. Humphries, who required a replacement battery for his Sunbeam-Talbot. Over the Thames went the long line of cars, and, in the cold early morning of Tuesday, enormous crowds gathered at Clifton's Garage, Sidcup, to swarm around each car as it arrived.

Crews indulged in leisurely refreshment and discussed the unfortunates who had suffered mechanical troubles. The Jaguar of J. A. D. Lucas and L. H. G. Handley needed a wayside replacement of a transmission coupling; the similar car of L. S. Norman and D. J. Farquharson took advantage of the Sidcup stop to chase a gremlin out of the brakes. Kentish men took time out to study the leaks which had grown on the cars—not so mysteriously—during the Llandrindod supper. Progress down the Dover road was leisurely, and the night was clear even in Kent's most notoriously foggy areas. The road was obviously (and therefore safely) icy for a stretch soon after Ashford and dawn came for many as they wound through the fast bends of the downland hills which end at the white cliffs.

Dover

When the cars were parked in the great open space in front of Dover's modern car ferry terminal, the demands of food, clocking in and other formalities which took place behind the wide, lighted windows of the terminal still left the rallyists with ample time to stroll around, renewing old acquaintances, making new acquaintances and inspecting the equipment of their rivals; but the spirit was one of camaraderie, there was no rivalry here. It was an animated scene, with flash bulbs popping among the throng; the arrival of the Duchess of Newcastle, Lorna Snow and Reina Whittelle in their Sunbeam-Talbot set off a regular Brock's benefit!

Cars this year were less cluttered with luggage; this may be a result of the large coach piled high with baggage labelled "British Competitors Club" which has

haunted the Glasgow starters since the rally began. A minor fashion seems to be trumpet horns and comparatively empty roof racks. One such fitting—on a Jaguar—was almost exclusively occupied by a heavy, long-handled flogging hammer; clearly a case of a garageman taking his equipment with him . . . Very few competitors have hooded their lamps; B. Macartney-Filgate's fine Bentley sports an amusing Continental spot lamp which incorporates a swivelling device inside a fixed frame.

As the new Lord Warden engulfed the unaltered ninety from Glasgow the bush telegraph (it was too early for newspapers) was busy with the fortunes of the competitors from other starting points. They had done well so far, and, as they acclimatised their sea legs, perhaps they were thinking about their counterparts in

Athens

Fifteen teams left the floodlit Acropolis on the first stage of their journey to Monte Carlo. Their faith was in the weather because two British crews, one of them Stirling Moss, Desmond Scannell and John Cooper of *The Autocar*, had already sampled the impenetrable barrier which snow can erect in Yugoslavia, and had finished their outward journey, begun in a non-competing car, via a train! The rally car awaited them snugly at their starting point. They had abandoned their transport north of Belgrade and continued to Athens by train.

Greek militia were mobilized to keep the route clear for the rally competitors, and the fact that Harry Sutcliffe and his crew, outward bound, reached Athens safely in their Morris Minor may be a pointer that this had already been done. Shortly before the start the competitors were warned that roads in Yugoslavia were, despite all efforts, fast becoming snow-bound. However, in his broadcast from Athens on Monday evening, J. A. Cooper expressed his confidence that they would get through somehow. At any rate, by choosing Athens as a starting place competitors avoided the difficult route over the *Massif Central*, which is among the most difficult sections of the rally and one which has to be negotiated by all other competitors, including those from

Stockholm

In the crisp, clear near-Arctic weather of this fine Swedish city forty-two cars roared out through the suburbs on the first leg of their 2,000-mile journey. The road to Helsingborg, where their cars are ferried to Denmark, was icy, but on the whole conditions were extremely good for the time of year. Three Swedish competitors dropped out before the beginning of the rally. Eighteen of the starters were Swedish, and the only woman to choose this point was Mrs. Greta Molander, the Norwegian competitor, who is taking part in her fourteenth rally; Mrs. Molander is driving a Simca, and her co-driver is Mrs. Helga Lundberg.

The first check point was at Huskvarna, roughly half-way to Helsingborg, and all the competitors who left Stockholm reached it without loss of marks. At Helsingborg, Stockholm starters converged with their counterparts from

Oslo

A slight overhanging mist centred on Oslo on Monday evening when 15 cars set out at minute intervals. Despite the biting cold, a large good-humoured crowd

gathered outside the offices of the Royal Norwegian Automobile Club to wish the competitors God speed.

For the ten Norwegians, three Danes, two Swedes and one Frenchman the weather was not promising, with threats of snow and ice on the road to Helsingborg. The Danish police had advised all competitors passing through Copenhagen that they must adhere strictly to the routes prescribed by the police department and that any deviation from them would result in a heavy fine and a long delay. Many competitors expressed the wish that they had crossed the Kattegat a week earlier and made their starting point

Munich

The number of competitors who left Munich on Monday was reduced by two soon after the start. One was the Sunbeam-Talbot of Dr. Barker and the other the Simca of René Barthelemy. Dr. Barker was involved in a slight accident with a German Porsche on the *autobahn* a few miles outside Freiburg; the crew were uninjured but they were unable to continue. The Simca developed piston trouble on leaving Munich. Hundreds of spectators lined the route despite the bleak weather and threw sweets and chocolates to the crews as they lined up at the start. The competitors arrived at Hamburg at 8 p.m. Then on to

Frankfurt

The only car known to have lost marks at this check point was the Porsche driven by Metternisch and Greger. It was penalized for arriving at the Freiburg control ahead of schedule. The right-hand rear mudguard was damaged by a snow chain which came adrift at high speed. The Opel Olympia of Rita Rampinelli left the road between Freiburg and Frankfurt but was able to continue without much delay. The Jowett Javelin of Boesen and Lohmander lost a rear wheel but they managed to proceed without being unduly held. Slight fog did not cause the competitors any trouble and spirits were high, as crews considered that the weather was the best they had experi-



Rapid service for the Jowett Javelin of G. R. Lewis and W. H. Osborn at the Sidcup stop for the Glasgow contingent.

enced for years. The sun was shining brilliantly in

Brussels

The Glasgow starters were streaming through the city after a fast drive from Liège. The Humber of J. Skeggs and A. Teer was slightly delayed in the centre of the city. These policemen were lost! At the closing-down time of the Liège control only one car was reported missing, it was the Daimler of Hardman and Smith. First of the Monte Carlo starters to check in was the D.K.W. of Blansjaar, Sleeman and Holmes, the two Australian drivers of an Austin, had spring damper trouble on leaving Amsterdam. The Citroën driven by Grail and Robin stopped suddenly in Antwerp and the Panhard of Cottet and Asset crashed into it. Both cars were able to continue, although dented. The Simca

of Viazzi and Piot was involved in an accident in the city centre and both occupants were removed to Antwerp infirmary although it was stated that their injuries were not dangerous. From

Palermo

The news was good. All competitors got away without mishap and the run up through Italy was proceeding without incident. No British competitor chose this point as his starting place. Starters were saved from a 59-mile detour by the hurried repair of a bridge which had collapsed near Messina. Workmen toiled through the night in a special effort to cater for the rallyists. First car away was the Porsche of the Swedes, Pattiey and Renaud, and ten Italian crews and two from France followed at minute intervals. The next report is from the goal which all competitors have been striving to reach, from the Arctic cold to the heat of Athens—

Monte Carlo

Here, as a starting point earlier in the week, the 105 competitors were led away by T. H. Wisdom in a Daimler Conquest. On reaching Berne there were reports of excellent driving conditions and favourable weather ahead. The Ford Popular of Ralph Sleigh and Ralph Martin was reported to be going exceptionally well. The Austin of Sleeman and Holmes was minus third gear but they were undaunted and did not intend to fall out at this stage. The last report comes from

Lisbon

Last year's winners, Maurice Gatsonides and Marcel Becquart, left Lisbon in the same Ford Zephyr that they drove to victory last year. The weather was cloudy but road conditions were said to be good. When the 48 cars arrived at Caia on the Spanish frontier the crews were in high spirits. The words of Maurice Gatsonides seem to sum up the feelings of every competitor taking part in the great event. He said, "We do not expect, but we hope."



The cousins Reece, J. G. and P. B., arrive at Dover in their Ford Zephyr.

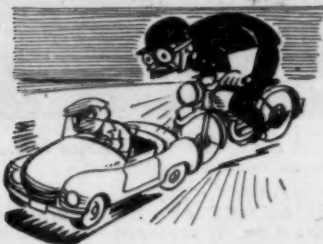
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Harrying?

THE last time I was stopped by the police (incidentally, I find that such checks have increased a lot of recent years), I protested somewhat bitterly about the methods used. "Ho," said the sergeant, who was the type of policeman I find it easy to dislike, "you are one of those who thinks that we are always after motorists."

I do, and perhaps Surrey or Middlesex police can tell me if I am wrong after the latest experience. A motor



Accompanied.

cycle caught up with me at Hampton Court the other night and accompanied me with a head lamp burning. I did not draw my rear blind, however, because I prefer not to if I can possibly manage without. The motor cycle remained about three yards behind me for the next two miles through Sunbury and then, it being an icy night, I was able to leave it about a hundred yards behind during the passage of the de-restricted section from Sunbury to Halliford. At the beginning of the limit it caught me again, and I slowed to about 25 m.p.h. to permit it to overtake; the invitation was refused. At this juncture we passed two cars parked on the wrong side of the road at night, one outside the Ship Hotel, Halliford, and the other outside the inn a hundred yards farther on. The motor cycle continued to follow me, head lamp still burning. I turned left, threaded the back streets round by the Anchor Hotel and pressed on for Chertsey. Between limits I was able to leave the bike behind again, but it caught me up immediately we had crossed Chertsey bridge and entered the limit. By now it had been behind me for four or five miles. A further invitation to overtake was refused.

♦ ♦ ♦

Revelation

THERE is a left-hand turn in Chertsey, traffic-light guarded, where all traffic normally turns for the huddle of local towns to the south. This section of the place is newly and brightly lit with neon tubes, and for the first time I switched down to side lights. For the first time, also, the motor cycle switched off its head lamp and I saw what I had long suspected, that the

rider was a policeman. The street lighting glinted on his gloves and his crash helmet was silhouetted against the glare from the neon lights.

At the end of the brilliantly lit section, heading west, there is a very minor turn, very badly lit, beginning a stretch of still restricted but almost country road. As I turned I switched my head lamps back on. The motor cyclist did not, but tucked in closer behind. I led him at precisely twenty-five miles per hour to the end of the limit, whereupon I turned right for Virginia Water; he went straight on, having come along a road that was merely a long way round as opposed to that from the traffic light turn in the middle of Chertsey.

I ascribe two motives to the methods. His retention of the head light, I suggest, was to prevent me from recognizing him as a policeman and to try to tempt me to outstrip the dazzle. His failure to switch the lamp back on at that final and dark stretch was because the tactic had failed to date; he knew that he had been recognized, but hoped that I should fail to notice that he, too, almost unlit and unsung, had followed me round the narrow turn to the last tempting bit of speed limit.

I admit that he had every right in law to do just as he had done, and that his motives may have been as pure as driven snow. But I don't believe it. In fact, I say that such tactics border on those of the *agent provocateur*, especially as two definite cases of law-breaking were overlooked for the sake of a no doubt attractive quarry with a fair turn of speed on the open road.

♦ ♦ ♦

High Lowland

FROM a Northumberland reader comes a footnote to recent chatter on my part concerning A708 from Moffat to Selkirk, in the Lowlands. Just off this road, she writes, lies



Steepest.

Bodesbeck Hill, which is supposed to be the steepest hill in Scotland. It is, in fact, a little less than halfway to St. Mary's Loch from Moffat, and on the right side of A708. "We've never been able to discover its start," she says, "and have never heard of anyone who could drive up it or who has tried." On the map at which I am looking at

the moment there is merely a black dotted line that becomes a minor road (not recommended for motorists) which ultimately passes Ettrick church and then joins B709.

"Well, now, dear lady," I replied. "This is the kind of query beloved of readers of *The Autocar*, which never fails to elicit a reply. If anyone has ever climbed Bodesbeck I am sure that he will write and tell us about it."

Passed to you, sporting motorists all, with the hope that my confidence in your hill-climbing abilities and experience is not misplaced.

♦ ♦ ♦



Applaud.

Public-spirited

IN the northern half of this England something rather different in the way of associations is being formed by a group of enthusiasts; it is a safe drivers' association. Prospective members must undergo an initial drive with a member of the committee, all of whom have had intensive training at spotting driving trouble; they will then be divided into sheep and goats, and the goats will have their faults pointed out to them and be told to come back after 500 miles. The sheep will then be handed to an ex-police sergeant driver who has been through the Hendon training school and they will undergo further training for a cost of 3s 6d an hour, but will be expected to practise in between lessons. When a sufficient number of candidates is ready an ex-police examiner from Edinburgh will conduct tests; if successful, candidates can put up the badge, which embodies a map of England with Northumberland and Durham (the local area) shaded in. This idea seems to have its attraction, and one must certainly applaud anything that leads to higher standards of driving.

♦ ♦ ♦

Red Hot

A FRIEND just back from Amsterdam tells me that there is a popular belief in Holland that the speed of the Volkswagen is obtained by using Russian tyres in front and American tyres at the back. I did not think that the U.S.A. had got Russia on the run to this extent.

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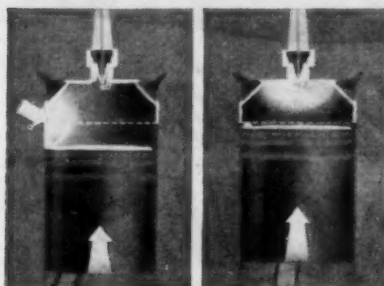
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How SHELL with I-C-A gives you smoother running

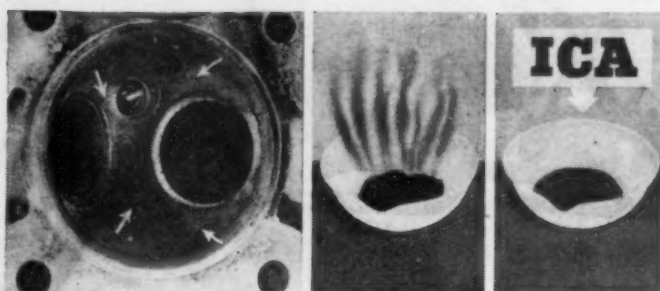
PROVED EFFECTS OF SHELL'S

NEW ADDITIVE ON YOUR ENGINE

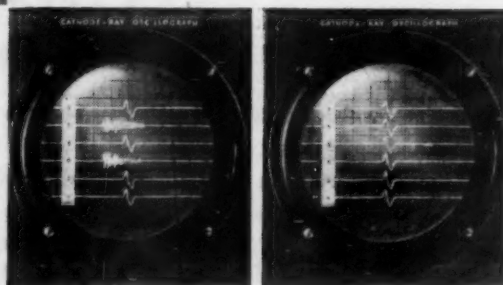
1 Car manufacturers are always trying to make engines more powerful and economical. Their best way of doing this is by increasing compression ratios (the average ratio of the new models at the last Motor Show was 7:1—and next year it will be still higher). This advance is extremely valuable, but it has made two problems much more serious: pre-ignition by glowing combustion chamber deposits, and spark-plug fouling.



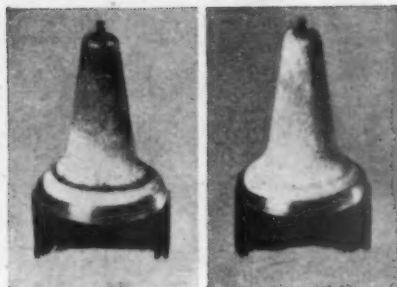
3 Any glowing spot of deposit will fire the mixture in the cylinder well before the piston reaches the top of its stroke, as the left-hand diagram shows. This is pre-ignition. By fireproofing the deposits, I-C-A makes pre-ignition impossible: your cylinder fires correctly, as shown on the right, and you notice definitely smoother running.



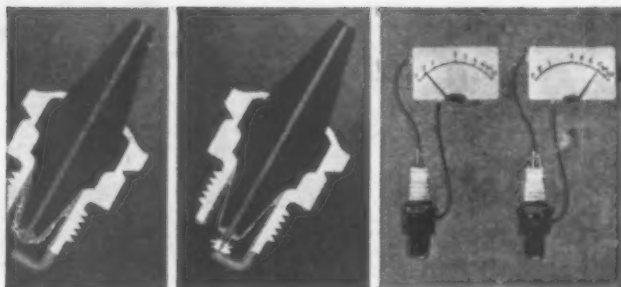
2 Every moment your engine is running, deposits (arrowed in the picture) are forming on your cylinder-heads. These deposits glow with the heat of combustion. The next picture shows deposits from a car which has been running on ordinary petrol: they have been heated up and are glowing and smoking. The deposits on the right — being heated to the same temperature — are from an engine which has been running on Shell with I-C-A. They have been completely fireproofed by I-C-A.



4 Pre-ignition is the major enemy of smooth running. These oscillograph diagrams show why. On the left, cylinders 5 and 6 are showing early, violent fluctuations. This means that these cylinders are suffering from pre-ignition. The engine is not developing its power properly and its life is being shortened. On the right pre-ignition has been entirely cured by I-C-A's action on the deposits.



5 Plug failure can also result from deposits. These plug insulators were taken from similar cars. The one on the left came from a car running on ordinary petrol: the deposit has fused and become a conductor of electricity. The right-hand plug came from a car running on Shell with I·C·A: the deposit has not fused, its electrical resistance remains high, and the insulator still insulates.



6 No spark comes from the plug at extreme left, because the charge is being short-circuited back by the deposits. But when the engine it belongs to has run for a few hundred miles on Shell with I·C·A, the electrical resistance is raised and the plug again delivers a hot spark (second from left). Compare also the resistance readings on the right. The plug with fused deposits has very little resistance and so cannot spark properly; the plug protected by I·C·A retains the full insulation resistance needed for reliable sparking.



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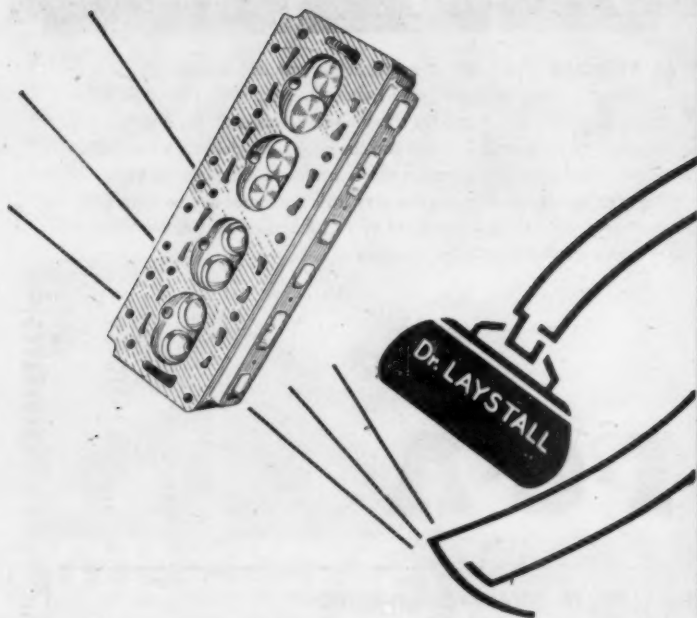
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A display to suit all tastes. Austin-Healeys, well proved in competitive events, share the stand with their more sedate cousins in the Austin range; a four-door A.30 is seen on the right.

BRUSSELS

FIRST INTERNATIONAL ARENA OF 1954

THERE are several reasons why the Brussels Show attracts visitors from all over Europe and also from overseas. It is the first automobile exhibition of the year, it is the occasion for many of the new models from the U.S.A. to make their debut, and it is presented with an artistry of decoration which at least rivals that of the famous Paris Salon and, in the opinion of many, even surpasses it.

This year's event, the thirty-seventh of the series, which opened on Saturday last, and is open until January 27, is quite in the Brussels tradition. Several of the 1954 American cars are displayed, together with the new British and Continental models which have already been launched at Earls Court or the Grand Palais in Paris, and the décor and lighting of the huge main exhibition hall of the Palais are so artistic that they are an attraction in themselves. Maroon and white muslin drape the vast roof with a panelled effect and some thousands of electric lights outline the design.

In this brilliant setting there are displayed 81 different makes of cars, ranging from the expensive dignity of the Rolls-Royce to the low-priced unorthodoxy of the 2 c.v. Citroën. British cars are in numerical superiority with 26 makes, followed by American products to a total of 20.

Germany comes next with 14 different makes, followed by France with 12. Indeed, it is very obvious that competition for the Belgian market in particular, and for the European market in general, is becoming very intense. This is affected also by the fiscal position, for while import licences for Belgium may be obtained for 250 examples of any one make, any greater number of cars must from January, 1954, be assembled in one of the Benelux countries.

The accompanying table shows the numbers of cars imported both complete and by assembly during 1953, and also

IMPORTATIONS OF CARS 1953 (PROVISIONAL)

Nationality	Complete	Assembled	Total 1953	1952	1951
France	4,477	9,088	13,565	11,486	11,485
Great Britain	4,622	6,411	11,033	14,510	10,963
Germany	21,042	2,826	23,868	18,490	14,949
Italy	1,844	108	1,952	955	1,048
Czechoslovakia	510	—	510	488	880
Sweden	—	241	241	180	84
Holland	1,180	—	1,180	912	785
Russia	507	—	507	368	547
Other European	411	—	411	90	264
U.S.A.	251	20,075	20,326	24,572	24,548
Assembled, per cent	—	52	52	56	54
TOTAL 1953	34,844	38,749	73,593	72,071	65,563

gives the total figures for 1952 and 1951. From these figures the intensity of the competition for the market can be gauged. Germany, it will be seen, has made a significant advance at the expense of Great Britain and America. France and Italy also show some gain.

Naturally, the Volkswagen has played its great part in this offensive, and it is well displayed in the Salon in various colour schemes and styles. Various

rumours about important changes in the design of the Volkswagen—ranging from an entirely new design to an engine enlarged to 1.5 litres—were quietly disproved when the Wolfsburg management announced minor changes. The engine size has been increased by only 66 c.c.—from 1,132 to 1,198 c.c.—but the power output has gone up from 25 to 30 b.h.p. There is improved upholstery in the body and a new range of colour schemes has



Occupying the place of honour on the Hudson stand is this six-cylinder 3.3-litre Super Jet with very striking two-seater coupé coachwork by Superleggera Touring. Named the Italia, this model will be available on the American market next spring.

BRUSSELS SHOW

. continued

been introduced. The managing director, Herr Heinz Nordhoff, claimed recently that Volkswagen is now the third largest car manufacturer in the world with the following production figures for the last five years:—

	Production	Exported
1949	46,154	7,128
1950	90,038	29,387
1951	105,712	35,742
1952	136,013	46,884
1953	180,047	68,126

The present output of the Wolfsburg plant is around 730 cars per day and a further extension of the vast factory is under consideration.

The Auto-Union D.K.W. ably seconds the effort for the production figure is now over 2,000 units per month. The 700 c.c. two-stroke engined Meisterklasse model, with the power unit set across the front of the vehicle, is well known. It is now available with a four-speed synchromesh gear box with free wheel, which has naturally improved its performance and made an increase in m.p.g. possible for the careful driver.

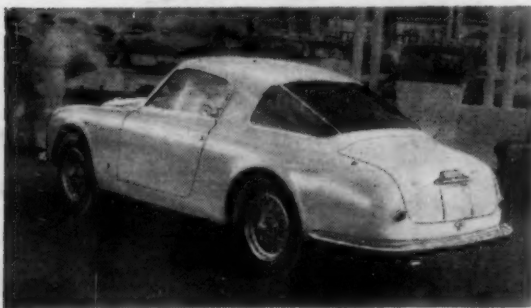
Small Two-strokes

Introduced last April, the three-cylinder two-stroke D.K.W. Sonderklasse is now in production. This has the engine set longitudinally, in front of the axis of the front wheels; the 900 c.c. give an output of 34 b.h.p. at 4,000 r.p.m., and the transmission is through a four-speed and free-wheel gear box. Coupé, cabriolet and saloon models are shown, also a station wagon. The Meisterklasse saloon costs 59,900 Belgian francs, or just under £500, while the Sonderklasse saloon price* is 78,500 francs or about £560.

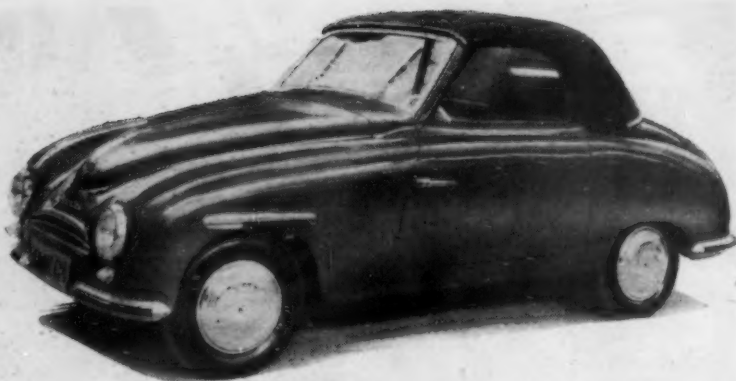
Other small two-stroke engined German cars are the Goliath and the Champion, the latter with its two-cylinder vertical engine set longitudinally behind swinging half-axes. At the rear end of the crankshaft is a dynamotor, a combined dynamo and starter motor. Accessibility of the engine and its auxiliaries deserves full marks.

Much interest is attracted by the latest 2-litre B.M.W., which made its first appearance at the Frankfurt exhibition last year. The chassis is also on view, and is obviously designed for great rigidity. The frame is of tubular construction, welded throughout, the main members being of rectangular section and the cross members circular, of about 5in diameter. Amidships the main members are bowed out to full body width.

Torsion bar suspension is used at front



Farina two-seater coupé coachwork for an Alfa Romeo chassis. As with most examples of Italian coachwork, the flush sides do not need embellishments to break them up.



A Brusch-R400 chassis fitted with a two-seater sports body by Van Hool. This car is powered by a 400 c.c. two-cylinder two-stroke engine and has exceptional luggage capacity in the spacious locker at the rear.

and rear, the front wheels being supported by double wishbones. Front torsion bars are nearly 4ft in length and the rear bars are nearly 5ft long. A conventional rear axle casing is used, so that the rear springing is not independent.

Of the American cars the new Ford Main Line with the o.h.v. V-eight engine of 130 b.h.p. is a minor sensation. "Imagine a Ford of such power!" is the most frequently heard comment. The blue four-door four-light saloon is notable for the restrained use of chromium ornamentation. Curved screen and rear windows, rear wings which develop into a fin, and carry circular rear and stop lights of about 5in diameter, and a very neat instrument panel in tooled aluminium, with a hooded semi-circular speedometer dial above it, are interesting details. Automatic transmission is an optional extra, although it is standard on the Lincolns, in which only minor modifications have been made. A technical novelty, however, on these is a four-venturi carburettor with the primary venturis brought into operation by the throttle pedal, while the secondary venturis are automatically controlled.

Chrysler exhibits to attract attention are a pale blue two-door convertible New Yorker, a Ghia-designed hard-top in blue and black, and a light grey Windsor two-door saloon with a darker grey top and red leather trim. Chromium external ornamentation is rather lavish, however. The same can be said of the De Soto, the pale blue four-door four-light saloon with the Firedome engine having V-eight motifs on the tips of the rear wings.

Both the Chrysler Firepower and the De Soto Firedome engines have had their power "upped," i.e., increased, as a result

of the h.p. race, the former now developing 235 b.h.p. and the latter 170 b.h.p. The Powerflite automatic transmission of torque converter and two-speed gear is used on the Chryslers and the more powerful De Soto models, with Hy-drive transmission of torque converter and three speeds on the smaller-engined De Soto Diplomat. A partly sectioned Diplomat four-door saloon is shown on a dais.

British cars put up a good show. Morris, Wolseley, Riley, M.G., Rover, Aston Martin, Armstrong Siddley, Standard, Singer and Bristol take up a good proportion of one side of the huge main hall. Austin, with the Austin-Healey, and Humber, Hillman, Sunbeam and Daimler are prominent on the other side. More towards the centre are Rolls-Royce, Bentley and Jaguar.

Latest British Models

Naturally, the more recent introductions draw most attention, the Standard Eight, Riley Pathfinder, M.G. T.F. and Magnette, the white Jaguar XK120 drop-head, the Austin A.30 two-door, the Ford Popular, the Sunbeam Alpine in Coronation red, the scarlet Aston Martin D.B.2-4 and the low, racy, Daimler Roadster. A speedy Triumph trio, in white, grey and stone, and the Austin-Healeys are surrounded by speed enthusiasts.

Price of the Standard Eight is 59,950 fr. (rather less than £430), but Imperia offer a de luxe finish for another 2,500 fr. (approximately £18), which includes special trim, nave plates, and a chromium-plated grille. This is shown with a child's cot installed over a rear seat.

Of French and Italian cars there is a good selection: the Citroen range, the Peugeot 230, recently reduced in price and now selling at 74,900 fr. (£535), the Renaults—4 c.v. and Frégate; Simca; Fiat—prices also reduced, to 52,800 fr. (£377) for the 500 C and 75,000 fr. (£535) for the 1100; Ford Vedette and Comète—now with larger engines; and the Lancia Appia and Gran Turismo.

Cars for the connoisseur are a Ferrari 375 America with a Pinin Farina coupé finished in pale green, an Alfa Romeo 1900 coupé by Superleggera in two tones of grey, and a Lancia open two-seater "pf 200" by Pinin Farina, which is basically a Gran Turismo with the 2-litre engine. This is notable for its oval grille with a broad chromium edging, and for its vertical rear bumpers.



An aisle in the Grand Palais showing the comprehensive display of Rover products, with two Armstrong Siddeley Sapphire saloons and an Aston Martin DB2-4 also prominent.



One of the few rear-engined cars built today, the Tatraplan has a four-cylinder air-cooled engine of two-litre capacity.

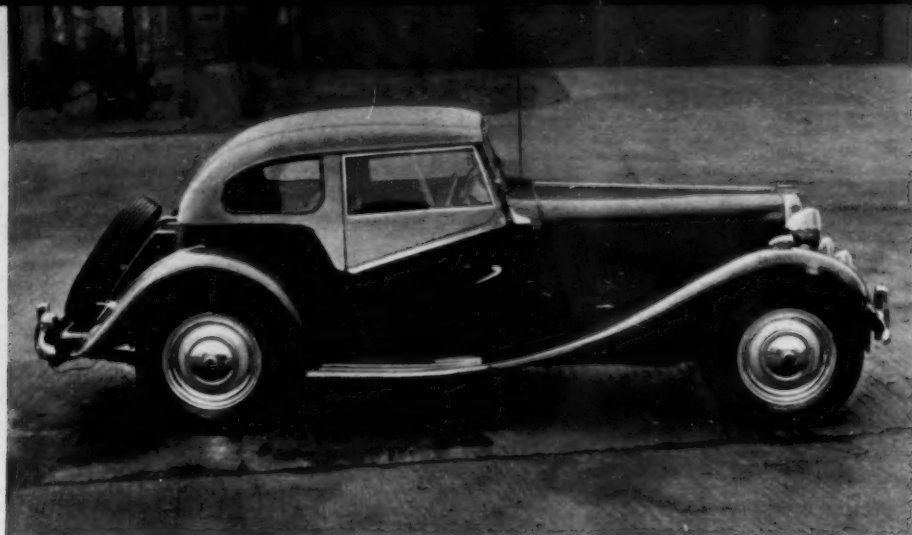
Left: Unfamiliar to British eyes is this neat drop-head body on a Standard Vanguard chassis.

Below: The semi-circular speedometer of the Ford Mainline is mounted at the top of the fascia and the numerals are illuminated in day-time by light passing through a transparent shield at the back of the instrument.



Pinin Farina styled this drop-head coupé on a Lancia chassis. The air scoop below the radiator intake is reminiscent of a fighter aircraft cooling system. Large over-riders give some measure of protection to the head lamps.





THE AUTOCAR,

A neat conversion carried out on an M.G. TD. The graceful line of the top blends well with the general sporting appearance of the car. The Perspex sidescreens, with a sliding section, were made to match.



DETACHABLE



A Triumph 1800 converted into a four-light saloon-coupé. The comparison between a hard-top and the original hood is interesting.

FIBREGLASS CONVERSIONS FOR COUPÉS AND SPORTS CARS

DRIVERS who prefer an open car in the summer and saloon comfort in the winter can now buy both without having to persevere with hood struts or fabric. The medium through which this compromise can be obtained is Fibreglass, but it is Fibreglass construction taken a stage further than usual. The potentialities of this extremely tough composition are already well known, but Universal Laminations, Ltd., 58, Holland Park Mews, London, W.11, seem to have exploited the process to a greater extent than anyone else in this country so far, and, not content with fabricating the Fibreglass shell, have trimmed it on both sides in an extremely attractive way.

Specializing, for the present at any rate, in Fibreglass hard-tops for all types of sports and open cars, this enterprising company has, during the two years of its existence, successfully converted a variety of open cars into "detachable hard-top" saloons. Patterns are available for most British open cars, but the most popular conversion to date has been that of the Jaguar XK120. A neat, durable top can be supplied with or without sidescreens to match, and although there are only two examples in the London area over fifty have been exported to the U.S.A. and Canada. Malayan motorists find this type of moulding particularly suitable to tropical climates.

One of the greatest benefits of Fibreglass, and one which is enhancing its industrial usefulness, is its extreme lightness. An interesting comparison was made during the examination of a hard-top suitable for a Triumph 1800 Roadster. It was found that the original hood—with its struts and cant rails—was 18 lb heavier than the conversion top. This was a Fibreglass shell with gutterings and cappings, finished in black bird's-eye material, complete with light brown interior trimming, a thick Perspex rear window, and a chromium finished interior light. It was easy to see that the potential customer's inevitable question about possible weight increase could be quickly answered by this practical demonstration.

The Shell

As with most other types of fabrication, the construction of the original former is the biggest task. When this has been satisfactorily completed the Fibreglass shells can be quantity produced. The formers are made—by a special process—of plaster and wood. By varying the process the exterior finish of the shell can be made to suit the customer's requirements. If, for example, the shell is not going to be covered with material but is to be sprayed with a synthetic finish, then the surface must be positively glossy. On the other hand, a rough "natural" finish

is good enough—and sometimes stronger—for covered hard-tops.

Several types of Fibreglass mat are used during the moulding of the shell; a long strand mat covers the top areas and is set in such a way that the entire unit is stressed, as a steel panel would be in similar circumstances. By laying belts of this mat in a cross pattern over any large flat service the finished structure is strongest at what would normally be its weakest point. During a slight pause in the demonstration of this process, which was being given by Mr. Edward Eales, a director of Universal Laminations, a female operator jumped on to a fitted hard-top which neatly enclosed the cockpit of a Healey Silverstone. She stood there while *The Autocar* photographer secured indelible evidence that Mr. Eales' claims were no mere hearsay.

The compound curves of a hard-top, and on certain types there are many, are subjected to different treatment during the fabrication stage. A close-knit short strand Fibreglass mat is used so that a true contour is obtained. This type of mat is also easier to manipulate and shape on certain types of bends. Special separating materials are used to prevent the shell from sticking to the former, and these are removed when the shell is set. In this natural state the structure looks very fragile but it can be, and is, handled roughly during the next stages of produc-



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HARD-TOPS

tion. It is, in fact, so tough that one heavy outlay is the adequate supply of power-saw blades. The trimmers abandoned hand saws when it was found that they had to be reset for each new shell!

Wherever possible, Universal Laminations endeavour to supply the complete conversion by correspondence, but even in quantity-produced cars body measurements vary as much as two inches overall and there is no wisdom in attempting to stock an optimum fit. Up to three-quarters of an inch can be allowed for by the flexibility of Fibreglass, but beyond that limit the craftsmanship suffers. Temporary modifications are made to the formers before casting the requirements of individual customers. This ensures that, in the absence of the car itself, the customer's measurements are closely adhered to.

Standard Fittings

One of the features of these conversions is that they utilize the existing fittings on the cars concerned. The body structure need not be altered in any way, and, in some instances, it is possible to fit the hard-top with the original hood in the lowered position. This is very desirable, for if the weather is fine and the car is needed in the open position, then the hood can be carried—without additional fuss—as a safeguard against the vagaries of the British climate.

The amount of physical strength required to fit and detach one of these hard-tops is not great because of the light weight. This should make it even more attractive to women drivers, for it appears that women are already enthusiastic about the neat finish it imparts. There is no doubt that the existing designs blend well with the bodies for which they are intended.

The cost of such a conversion is not by any means prohibitive. Cost has been kept at the absolute minimum by utilizing new and special processes. Although Fibreglass construction is comparatively young in this country Mr. Eales lays claim to being the first manufacturer in Britain to apply it to the car industry. He also claims that exhaustive experiments with varying substances have enabled him to produce a stronger and more durable article than he himself would have



This cleverly designed Nash-Healey conversion has proved very popular abroad. Matching sidescreens can be supplied but are not necessary because of the windows which are already fitted.

believed possible when his company first started. Prices naturally vary, but a list of those conversions which have already been completed and which are now available is given on the right. In some instances, the cost of a replacement hood for the car concerned is also given for comparison purposes.

Car	Hard-top	Replacement Hood
Nash-Healey	£45	—
Austin-Healey	£45	—
S.M. Roadster	£40	£20
Austin A40 Sports	£45	£55
Jaguar XK120	£58	£50
Triumph TR2	£45	—
Triumph 1800	£40	—
M.G. TD and TF	£58 to £45	£12-10
R.M.V.	£40	—
Allard	£45	—
Healey Silverstone	£45	—

Built to the specification of a Jaguar owner, this top has a chromium strip running from front to rear. Two hooks are provided so that the top can be suspended from a garage roof when not in use.



Before starting the return journey the Citroen and one member of its crew take a breath of the very healthy Caithness air.

THIS is the story of the "two horses of steam" and its six-foot crew. It all started when the Editor said "there is a 2 c.v. in the offing, what are Rabson and you going to do about it?" In a weak moment and without having seen the car in the flesh, Haywood suggested they might go from Land's End to John o' Groats in the thing, rather hoping that this would be considered a bit much. Not likely: The scheme was greeted as a bright idea and there it was; the ball was in our court, as they say. However, in the end, although the Citroen *did* go to Land's End, it was with a different crew and a huge pineapple.

One afternoon early in December the Citroen appeared in the wilds of Buckinghamshire and at first sight there appeared to be no room for Haywood as the interior was filled with tape recorders, patent fuel consumption meters, and, being pessimistic, a gadget for counting vehicles which passed us on the way. Torches, a jerrican which should have contained cognac but was full of petrol, and all the other impedimenta which one thinks might be needed for such an excursion were also carried. It was all very neatly stowed away when we started, but after a few hours the usual chaos reigned and then we *were* able to find what we wanted fairly quickly.

The idea was to drive in spells of three hours each,



TO THE NORTHERN

MID-WINTER EXPEDITION FOR TWO IN ONE OF THE MOST REMARKABLE CARS YET PRODUCED, THE 2 c.v. CITROEN

the thought being that this would be enough as both driver and passenger would get bored. This outlook quickly changed, as whoever was driving had to work for his living and more or less pump the gear lever like a fireman on an express locomotive shovelling coal. This gear-changing business is quite a feature of the 2 c.v. A little tricky to start with perhaps, as more than once second was engaged instead of overdrive, but the designer must have had people like us in mind, as there have been no ill feelings from the gear box. Having got the idea, it is possible to make very rapid changes and to use the limit markings on the speedometer rather like a rev counter; only, instead of taking care not to go over the limits, it was found essential to maintaining our selfset average not to drop *below* the limit and the engine seemed to thrive on this treatment.

It was twenty minutes to seven that Saturday evening when we started and, dropping down the side of the

Chilterns to A.40, headed for Aylesbury, Buckingham and Watling Street. The first car to pass and to be clocked on the counter was, strangely enough, a colleague's Consul heading for home and the fireside. A few remarks were passed about unobservant folk, as we thought there could not be all that number of 2 c.v.s about.

The weather was gloomy, wet with a suspicion of fog, but nothing yet to slow our steady progress; in any case by the time we returned we knew all about fog. Both members of the crew found enough to do. Rabson piloted for the first three hours and by twenty to ten we had covered exactly 100 miles by the mileometer and were firmly established on the Holyhead Road. A stop to change drivers and we pressed on. Both of us being the same height, there was no need to alter the seat adjustment, a simple enough matter anyway by refitting the pegs in a fresh pair of holes. Just before our stop we had come up alongside



Blue sky and the sun shining on the white capped foothills of the Gramscians make an effective background for the 2 c.v., which, in its colour scheme of grey, had been camouflaged in the previously encountered gloom.



Not the Great North Road but rural Buckinghamshire. The 2 c.v. proceeded along here at 15-20 m.p.h.

END

ECONOMY

what proved to be a very pre-war Citroën, not even front wheel drive; the occupants, apparently, did not appear to recognize the offspring and after a while gradually drew away.

A certain amount of distance judgment is necessary when driving a car with a performance of the 2 c.v., as all the hard work involved in endeavouring to pass someone who is cruising at about the same speed may come to naught if the road is suddenly blocked by approaching traffic. We found the best places for overtaking were usually downhill when, having got the Citroën really wound up in over-drive, we could pass other traffic which anyhow would come by us again. And so the merry game went on. The head lamps are good and the beam adjustment is well worth having, as The Scribe has already mentioned.

The passenger, whoever it happened to be, had his hands full operating, on occasions, the fuel consumption meter, which until it finally went mad and clicked continuously gave some fantastic readings, and the tape recorder which rested amongst other gear on the back seat. At one stage argument went on as to whether an object which went across the road was a frog or a mouse. This continued for quite a few miles, as these things do about midnight. Up to twenty minutes to twelve we had been putting just over thirty miles into the hour, which meant taking advantage of every downhill stretch and using the brakes as little as possible. It being a Saturday night there were fewer heavies on the road than on other nights and we were able to keep up what might appear to be an abnormal average for the power-weight ratio by the simple process of KEEPING GOING. The all-up weight was in the region of 1,600lb, of which the car weighed 1,100lb; this gave a figure of approximately 4.2lb per c.c., which the engine moved without protest. The manner of its going gave rise to the remark during the night that the valves seemed to be bouncing and the answer that they never stopped bouncing! But that was quite unfair to the 2 c.v.

TO THE NORTHERN END

continued

Progress through the night had been without incident, a stop for petrol about half past eleven and pressing on through Lichfield; over the Ship Canal at Warrington and round the back doubles at Wigan took us along the main road towards Preston. A signpost to Leyland made one think of the fine big commercial chassis that are made there and by twenty to two we were at Lancaster. A stray cat or two, a notice which said "North" and we were through, heading for Shap.

A weird place at the best of times, the hill seemed deserted. A couple of loaded eight-wheelers at the café near the bottom and a coach which had been trailing us for a few miles were the only vehicles to be seen. Fog had clamped down and as the Citroën ground steadily upwards through the night we began to wonder if we should have gone to bed. The coach was still on our heels as Rabson at the helm came down to bottom gear for the first time, except when getting away from a halt. About two hundred yards, a change into second and we pulled slowly away to gain the summit and then proceeded to put 37 miles into the hour to arrive at Carlisle at twenty five past four a.m.

Hold-up

Another stop to change drivers, watched by a damp-looking policeman, and in the next five minutes we had gone up the wrong road and in the process of turning round the clutch cable broke, which caused a certain amount of consternation, but, aided by copper wire and a file handle, the clutch became operated by the passenger and we returned to Carlisle. There we found a most obliging night watchman of a big commercial vehicle garage and while Rabson did scientific things with improvised nipples, lumps of solder and Baker's fluid, Haywood offered

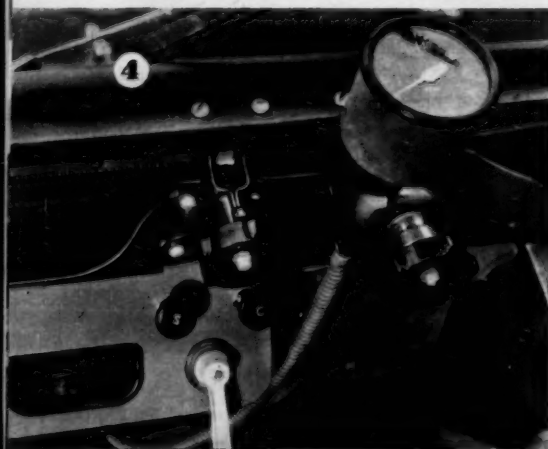
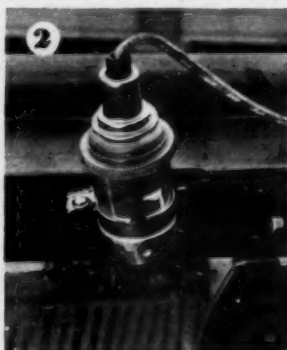
advice and browsed amongst the big diesels. The night watchman, a cheery soul who produced tea, told us if we could see the hills in the distance it was going to rain and if we could not see them it was so-and-so raining. On this happy note we once more piled aboard and passed through Gretna into Scotland. It was light by now and the fuel tank then ran dry at Beattock summit. The fog began to clear and we talked about the breakfast we would have, when Rabson started to adjust the passenger seat in order that he might adopt a reclining position. This was accomplished in a very few minutes, and, if only by one member of the crew, was voted a great success.

About nine o'clock we ran into thick mist and with head lights on, not to see by, may it be said, but to be seen, we reached the Glasgow-Stirling road, where the first thing we saw was a large notice which proclaimed it to be Scotland's most dangerous road. This seemed to be a fine state of affairs, and we could only wonder why they did not do something about it. This was capped by another notice which proclaimed to all and sundry that the road was liable to subsidence. We left all these rather gloomy omens behind and fled to Stirling, where the "Golden Lion" produced a breakfast which was worth travelling all night for. That stop accounted for 53 minutes and then on through Bridge of Allan, where we saw a pipe band preparing for church parade, to Perth and Dunkeld.

Up and up into the mist the 2 c.v. went, the road lined with ranks of fir trees and a gap here and there where the gales had proved too much for them. Down on the left of the road the River Garry tumbled over the rocks, and then there was a bit of a twitch as though the car had shaken itself. Rabson said "ice," but the engine note did not seem to change, so we were either getting wheelspin or continuing at the same rate of knots. The whole atmosphere outside was pretty gloomy by now, fog, misty patches, traces

INGENUITIES

1. All windows are held in the open position by raising the hinged lower halves, each of which is retained by a peg entering a socket in a rubber grommet. 2. Speedometer illumination is by means of a small spot lamp mounted on the top rail of the windscreen; the light is directed through a lens on to the speedometer dial. By revolving the outer casing the lamp will also illuminate the interior of the car. 3. This spring loaded webbing strap engages with small hooks to secure the roof material when it is rolled back to the intermediate positions. 4. The speedometer drive also works the windscreen wipers; the knurled knob on the right engages the wiper mechanism. The knob to the left opens fresh air intakes at the base of the windscreen. 5. So soft is the suspension that the body can easily be lifted till the wheels are almost clear of the rear mudguards.



of snow on the roadside, and then we were at the Pass of Drumochter through which General Wade constructed the first "made" road in 1729.

It was about half-past one and the mileometer said we had covered 517 miles. The fog cleared or we came out of the clouds and saw the sunshine. A different world, the Cairngorms covered in snow to the north-east and the foothills of the Grampians glistening in the sun on the west side of the road. The sky was bright blue, and as Haywood got out of the car he nearly fell flat on his back, as the Citroen had been very cunningly parked on a stretch of ice. Another favourable stretch and down through Aviemore, with more gale-torn slashes in the forests, to the climb before Tomatin and then Inverness, where the local Citroen agent looked surprised at the 2 c.v. Some petrol here and one pint of oil and we were out of the town, where it is said English in its purest form can be heard, by ten minutes to four. On the winding downhill stretches the steering was exemplary, the car holding the line chosen even on ice. On the more acute corners it was advisable to slip the clutch to avoid jerkiness at the steering wheel caused by the non-constant velocity joints in the transmission.

Roadside Repair

West out of Inverness and then north to Dingwall and skirting Cromarty Firth it was dark again by the time we had reached Invergordon, and one member of the crew who had heard much about the aircraft carrier *Furious* in his childhood was sorry he could see no big ships. We could have left A9 before Invergordon and gone over the high ground by Aultnamain Inn, but for some reason the Citroen kept to the main road and carried on through Tain to Bonar Bridge. It was along this stretch that the navigator, being fast asleep, was awakened by having the wheel brace and jack thrust at him and told to get a move on and do something for his living! A flat left-side rear tyre was responsible for this rude awakening, and we very nearly drove off without fully tightening the wheel nuts; it should be mentioned that Haywood was using the wheel brace. In spite of this, thirty miles were put into that particular hour, the twenty-third since leaving rural Buckinghamshire.

The ruins of Clyth and Halberny Castles lie to the north of Lybster; these were the strongholds of a clan of Viking descent, which lived in these parts for nine centuries, a wild spot in those days, and still grim now. Little stone-built crofts with turf roofs appeared in the light of the head lamps.

John o' Groats

A signpost said 2 miles to Wick, and we hurried along to the greystone-built town, and were through and away with less than 20 miles to go. A narrow turning led off the Thurso road and, through the small fishing village of Keiss, we came at last, after driving for 26 hours and 19 minutes, to John o' Groats. This total time included all stops which accounted for three hours and forty minutes. The mileometer reading was 738 and the average speed, excluding stops, was 32.8 m.p.h.

The friendly landlord at John o' Groats did not express much surprise at our arrival and appeared accustomed to folk turning up at odd hours. We were very well looked after and both took little rocking to sleep that night. In the morning we could see the island of Stroma across the water and the gulls screaming round a few trawlers which were ploughing through the grey seas on their way to the fishing grounds. Then, having consumed an enormous breakfast, during which Rabson said he missed his copy of *The Times*, we realized we had got to go all the way down the map again. It was suggested that we should unscrew the thing, put the bits in a suitcase, and get on a train, but as the train might take longer than the 2 c.v. we filled the fuel tank, said good-bye to our host, and moved off at five past twelve noon on Monday.

There was a fresh breeze blowing, but when the car and crew had settled down we got into the routine again and pressed on. The Citroen, sounding the same as when we took it over, continued to put over thirty miles into each hour to such effect that we were in Inverness again by five

o'clock, and ominous traces of mist seemed to warn us of what might be ahead.

Near Blair Atholl we became involved with a goods train, the line being adjacent to the road, and we ran and puffed neck and neck up the hill. The clouds of steam and smoke combined with the fog added to the joys of motoring, and as we pulled level to the top of the hill the engine whistle gave a shriek and the line of trucks pulled away from us on the downhill stretch for a short while until the overdrive came into action and we were away.

Perth, Stirling and Falkirk, as we had decided to return on the Great North Road, so headed for Edinburgh. Princes Street seemed strangely deserted that night; even the trams had stopped running and the roadway seemed much wider than one remembered. A halt to consult the map and



The 2 c.v. stands for a moment on the Fosse Way before entering Leicester on the homeward journey. It was raining.

stretch our legs and we turned the 2 c.v.'s odd-shaped nose towards the Border country and Carter Bar. A pillow which formed part of the equipment was found to be most useful, for the passenger was able to get some sleep, or at least lean back and close his eyes during the more rapid downhill moments. Haywood, who with memories of the Hawick Common Riding, said he knew the district, piloted the Citroen through Galashiels and Melrose, towards the Border. The road developed into one long succession of straying sheep, bends and fog which increased in frightfulness as we crept up the hill. There was no change of note from the engine; just a steady buzzing. When we stopped, our immediate world seemed a very silent place.

Over the Border

The cat's-eyes became indispensable, and blessings were poured on the inventor. Then there was a glimpse in the head lights of the Hawick road on the right and a board which said "England." Down we went, with visibility practically nil, the head lamp fully depressed and giving enough light to see the sides of the road, and the passenger's eyes shut tight. Why must sheep sleep on the road? Is it warmer? The Citroen nearly collected a sheepskin coat on more than one occasion. But the brakes, as always, were up to the job, and we stopped when and where required.

Pressing on through the gloom, past the Royal Artillery practice camp near Rochester, we turned off the Newcastle road and went down to Corbridge and Tow Law, where the miners were coming off their shift, and out on to A1, near Scotch Corner. Still there was no improvement in the weather, which added to the overtaking problem, and still no change in the sound of the 375 c.c. engine. Occasionally the petrol warning light flickered and we fed it more fuel, but very occasionally. Oil it seemed to disregard; the engine had been built by a man who knew his job, as there was not a sign of an external leak. We had reached Scotch Corner

TO THE NORTHERN END

continued

by five to seven and at twenty to eight were at Borough-bridge, where the "Crown" produced a pre-war breakfast in a dining-room which was so warm and comfortable that we had difficulty in leaving it.

Just as we left, a siren blew its head off and the local fire engine appeared, with bell clanging and one member of the crew with shaving soap still on his chin. Through Wetherby and Ferrybridge, and, with the fog lifting and car and crew replenished, the 2 c.v. was given its head. Outside Doncaster the engine gave a cough and stopped, and everyone we had left behind at the traffic lights came by as we peered into the engine-room. Neither of us spoke, but Rabson moved the petrol pump priming lever a few times and on pulling the starter control the engine fired and was away again. It may have been an air lock or dirt in a jet, but the trouble never occurred again. Near Retford there was a hold-up, as a couple of big Diamond T tractors hauling a heavily loaded trailer occupied most of the road. The drivers and police escort looked a bit startled as we waited to get by, not without cause, perhaps.

Newark to Leicester on the Fosse Way and another wide load to circumnavigate. We almost slid underneath this one, which seemed to be pushed as well as pulled; at least, being front wheel drive, we were only being pulled and very efficiently, too. After lunch, which cost us in time 50 minutes, we were through Leicester, and 775 miles on the clock since leaving John o' Groats. Strangely enough, the counter which recorded the number of vehicles which passed us gave 29, the same number that had overtaken us on the outward journey. Having lightened the load by

half the crew and some gear, and checked the petrol, the Citroen headed south from the Midlands and spent that night in the Buckinghamshire village it had set out from. The total mileometer reading to John o' Groats and back was 1,593 and we used 28 gallons of petrol, which works out at nearly 57 m.p.g.; and between Frieth, John o' Groats and the return to Coventry we had been overtaken by 58 other vehicles.

Unobtrusive Strength

An amazing car in its way, most unattractive to look at, very cleverly designed by men who are not afraid of the unorthodox, most efficient and stronger than it appears. It can cover the ground not too slowly and is more comfortable than some cars which cost three or four times the price. It will operate off the beaten track if need be, as one of the photographs indicates and, indeed, an example has already been seen in the Sahara heading for darkest Africa. It will carry four heavy people without too much reduction of performance, and still climb stoutly on second gear, and the ability of the suspension to deal with a rough track which one would hesitate to take at all in an ordinary car is almost uncanny. The 2 c.v. just floats over such surfaces on an even keel.

The journey to Land's End came a few days after the return from Caithness and the fog. We all felt the little car had earned some sunshine, so it was headed south-west for Christmas, still more or less overloaded. On this, over to a colleague.

H. C. F. H.

To the Other End

IT was not until the early afternoon of Christmas Eve that it was decided to round off the little Citroen's "end to end" travels by taking it down to Land's End. Plans had already been made to do the Christmas journey by Standard Vanguard which, at this stage, had been packed ready for the journey. Besides a complete pineapple plant, exotically labelled and in a pallsided pot, there were two suitcases, a picnic basket, provisions, Christmas presents and various coats together with the inevitable "Good-heavens-we've-forgotten-the-so-and-so," last minute additions. Apart from this formidable load there were the three occupants, co-drivers Peter Garnier and John Davey, both 6ft tall, and Mrs. G., swollen to an equal bulk by coats and rugs; it seemed improbable that the 2 c.v. could possibly manage it in carrying capacity alone, quite apart from power.

When the time came to transfer the load it was found that the luggage locker and the one vacant rear seat took it

easily. The car is no tear-drop and the crate-like shape of the body pays off handsomely in accommodation. The corners in the passenger space and luggage locker seem to give that little extra stowage for the odd box or other possession.

At 5.30 p.m. the heavily laden little car set off. Intensely crowded streets made progress slow for the first part, though, with true French *panache*, it seemed to pick its essentially feminine way through the streets-full of larger vehicles; somehow they appreciate its shortcomings in power and, as with the weaker sex, make allowances for it. As the outskirts of London appeared, the traffic thinned and the Citroen thrust on through the darkness—head lamps adjusted to their maximum depression to compensate for the tail-down attitude of the car. The very soft and comfortable suspension, the occasional gentle undulation and the sewing machine noise of the tiny engine proved curiously soothing. When an off-duty driver slept he dreamed he was drifting down to Cornwall on the *Kon-Tiki*, fitted for the voyage with a small outboard motor. This illusion may have been helped by the exotic smell of the pineapple plant.

It did not take long to master the very definite technique required to get the best from the car. The slightest check or an almost imperceptible incline compelled a change down from overdrive, if the good progress was to be maintained. And, with the aid of the gear lever, very good progress was, in fact, made. Any thoughts as to the unsuitability of such a minute engine for a purposeful journey were quickly dispelled. The car sang along happily, putting 33 miles into each hour and sometimes better. Yarcombe Hill, a long twisty climb near Chard, was managed in second gear. With the heavier-than-normal load it was fully expected that a monstrous oversteer would be felt but there was no trace of it; in true Citroen "wheel at each corner" style, the car carries the weight almost entirely within the wheelbase.

On the speedometer an abnormal 60 m.p.h. was just seen on a long, long descent in the course of which an obviously

Though the cars that stand outside it have changed, this Land's End Hotel background has featured, substantially unaltered, in many historical photographs of the conclusion of "end to end" runs.



amused Riley was overtaken. The very low-powered car—9 b.h.p. at 3,800 r.p.m.—was not felt to be obstructive to other traffic on the open road. Both drivers kept a good look-out astern and reckoned to be well into the side of the road as other vehicles came up. Nevertheless, many cars seemed to pause for quite a time before pulling out and surging past. They often paused after passing and curious faces could be seen peering through the rear windows.

Full throttle down hills, up hills, on the level and even a good part of the time in built-up areas gave drivers and passenger alike a feeling of pressing on. Thus, on a long night journey, which terminated in the small hours, there was much less feeling of impatience than might be expected of people accustomed to normally powered cars. And, which is remarkable, there was no feeling of travel-tiredness after a thoroughly restful journey. In the early hours of Christmas Day little *Kon-Tiki* shed Davey, who had been asleep in the "steerage," the pineapple and a suitcase at Truro and with head lamps readjusted it continued its journey to Newlyn.

Undaunted

On Boxing Day, with a full complement of four passengers, the 2 c.v. set out on a hill hunting expedition. No freak hills were attempted, though hills which, in the past, were studiously avoided by motorists of the 'twenties were taken in its stride. Pemberth Hill, on the St. Buryan road from Land's End to Penzance, with its 1 in 4½ hairpin, was taken with power to spare; the 10 m.p.h. first gear maximum indicated on the speedometer needed watching to avoid over-revving. Chywoone Hill, locally named Paul Hill, which rises from the bridge at Newlyn, too, did not worry the car and again it was a case of watching the revs. It seems that, short of the out-and-out trials hills, the car is undaunted by anything steep that main road motoring may produce.

At noon on Boxing Day-plus-two—no crack-of-dawn starts were now felt necessary for little *Kon Tiki*—the return journey began. A long pause at Truro while the "steerage" passenger bade farewell to his cronies delayed the getaway till nearly 2 p.m. Even more luggage was crammed in than had been on the way down, each section of the crew fondly imagining that the other would receive nothing like the bulk of Christmas presents that it had given. There was a genuine—and heavy—treasure chest of family silver in the luggage locker, in addition to the two suitcases—proper cargo for the Pacific and in keeping with the *Kon Tiki* illusion.

Mercenary Reckonings

The return, though possibly less lighthearted, was as restful and successful as had been the outward run. Altogether, 11½ gallons of petrol were consumed, and a pint of oil. For a total outlay of a little over 50s three people had travelled 575 miles at a fuel consumption of 50 m.p.g.—a cost of 17s per head as opposed to the £4-odd of a return ticket by rail. This abnormally small thirst, if not the most important, is one of the greater joys of an intriguing little car.

To drivers to whom a car is just a less inconvenient train or bus, the 2 c.v. may be irksome in its leisurely progress on long journeys. Thus the reason for its extreme popularity with the motoring sophisticates of *The Autocar* can be understood. It requires driving during the whole of its progress; accuracy of judgment to avoid losing its hard-won momentum and constant use of the silk-smooth gear box are prerequisites. In exchange for these attentions by the driver the car will go anywhere. P. G.

Postscript: All told, in this protracted trial, of a quite different kind from that this journal carried out a year ago for the formal Road Test, the Citroen covered 3,874 miles in seven weeks, including several days off the road when members of the staff were occupied with other cars. In all 68 gallons of petrol were consumed, representing an overall fuel consumption of 56.9 m.p.g. Note the agreement of the overall figure with that for the John o' Groats' run considered individually. It must be remembered, too, that



Dwarfed by the *Sellaonian*, dressed for Christmas with an evergreen branch secured to her jackstaff, little *Kon Tiki* stands on the south arm of Newlyn harbour, Cornwall.

during the greater part of the distance covered the maximum performance was being extracted.

Nearly every member of *The Autocar* staff, in addition to the Road Test staff, sampled the car, over varying routes and with varying loads. It was all but brand new when taken over, with a mileometer reading of 246, and when it was returned to Slough the figure was 4,120.

Comment other than praise is confined to criticism of the driving mirror view for an average-height driver—for him the mirror needs to be moved an inch or so to the right, but the taller drivers did not seem to share this experience; the push-and-pull gear lever could, with great advantage to a shorter driver, be an inch or two longer; in the cold spell after Christmas carburettor freezing after the car had been left in the open all night produced erratic running for some miles, though the engine had fired easily enough initially. Curiously enough, it did this to the driver, among all those who sampled it on this occasion, with the widest experience of air-cooled engines; but that was a freak of the weather. At all other times the 375 c.c. flat-twin engine was exemplary in its usually first-touch start from cold after a night in the open and the rapid warming up was unfamiliar and pleasing to car drivers chiefly accustomed to water-cooled units.

Very definitely do its singular qualities grow on one. At first the contrast with the average car in every single respect, and of course in performance, may prove slightly repellent. But make a journey with the 2 c.v., sample it for the handy runabout that it is, so easily parked, for a few days and you are apt to become a convert. On a main road journey if time presses it may be tedious, but a sense of achievement and of regard and respect for the car's unique character is likely to prevail. The affection develops for a car, especially a small one, with which one has been places.

The nose-down attitude of the unladen 2 c.v. is exaggerated by the uneven ground. St. Michael's Mount, in the background, has for some time kept company with the battered hulk of the paid-off H.M.S. *Warspite*.



USED CARS ON THE ROAD



No. 65 :

1934 1½-litre Le Mans Aston Martin

Price New £595	Acceleration from rest through gears	Fuel consumption 20-24 m.p.g.	Speedometer reading 16,508
	TO 30 m.p.h. ... 7.5 sec		
	TO 50 m.p.h. ... 16.4 sec		
	TO 60 m.p.h. ... 24.8 sec		
Price Secondhand £385	20-40 m.p.h. (top gear) 15.7 sec	Oil consumption 1,000 m.p.g. approximately	Car First Registered July, 1937
	30-50 m.p.h. (top gear) 16.5 sec		

TESTING a car such as this 1934 1½-litre Aston Martin Le Mans Mark II (first registered in 1937) provided a clear reminder of the reasons why some cars acquired such a fine reputation in their heyday. Often the older cars have suffered from regular use through the years to such an extent that they do not live up to their reputations when subjected to thorough test currently; but this car, although it was not quite trouble free, was in generally very good condition.

It was provided for test by Friary Motors, Ltd., Straight Road, Old Windsor, Berkshire, and was in process of being recellulosed in the traditional shade of dark green. The general appearance was good and the matching interior was undamaged. The hood was well worn. The engine showed some reluctance to start on cold, damp mornings, and on one occasion a magneto fault prevented a restart when the engine was warm. After the fault had been corrected the engine always started at a touch when warm, but was still reluctant in bad weather when cold.

Despite its age the car was still very taut, the driver quickly feeling completely at home with it. From low speeds the acceleration was not vivid if the gear box was not used to full advantage, because the car was fairly heavy, but once the unusually accurate speedometer had climbed past the 50 m.p.h. mark the car really came into its own on top gear. It is unusual in these days to come across a car of this age and modest engine size which will cruise happily at a true 60 m.p.h., but this Aston would do more. It was quite happy at 70 m.p.h.

The steering was outstandingly good and on fast curves it seemed necessary for the driver only to "lean over" a little rather than to make any perceptible movement of the wheel. The car could always be placed with great accuracy and there was no excessive lost motion in the mechanism. The suspension was firm, but even at low speeds on cobbles the bucket seats were sufficiently comfortable to offset to a great extent the bumpiness of the suspension. At high speeds the car settled down well and was pleasantly firm without being unduly harsh.

The gear box was pleasant to use, with its solid central lever, and it was an indication of the engine condition that very useful speeds could be obtained on the indirect gears without any sign of stress. The brakes were fully up to modern traffic requirements, although it should be added that decidedly firm pressure on the pedal was required for maximum effect.

A very wide range of instruments was fitted, and draught deflectors at the sides of the windscreen were designed for alternative duty as aero screens when required.

This car was particularly pleasing in two ways. First because the mechanical condition permitted it to be driven spiritedly but safely without expectation of expensive breakdowns, and secondly because on the open road its performance and superb controllability made it thoroughly satisfying.

No. 66 :

1938 Standard Twelve Saloon

Price New £225	Acceleration from rest through gears	Fuel consumption 24-29 m.p.g.	Speedometer reading 82,849
	TO 30 m.p.h. ... 8.0 sec		
	TO 50 m.p.h. ... 24.1 sec		
Price Secondhand £165	20-40 m.p.h. (top gear) 15.3 sec	Oil consumption 2,000 m.p.g. approximately	Car First Registered October, 1938
	30-50 m.p.h. (top gear) 17.1 sec		

COMFORTABLE, well-built coachwork and general refinement were characteristic of the moderately priced pre-war and immediate post-war Standards, many of which have now passed the 100,000-mile mark with colours still flying. The car tested, a 1938 Twelve saloon was not very far away from that mileage figure that has an atmosphere of achievement about it similar to the magic 100 in terms of m.p.h. It was provided for test by the Deep Mill Filling Station, London Road, Great Missenden, Buckinghamshire, and the condition was very good.

The exterior was black, very clean and well polished, and blemishes were mainly confined to the edges of the window surrounds. The chromium plating generally was good. The large separately mounted head lamps were particularly well preserved, but the chromium had partly worn off some of the body mouldings. The interior was finished in light brown, the edges of the front seat cushions being the only areas seriously worn.

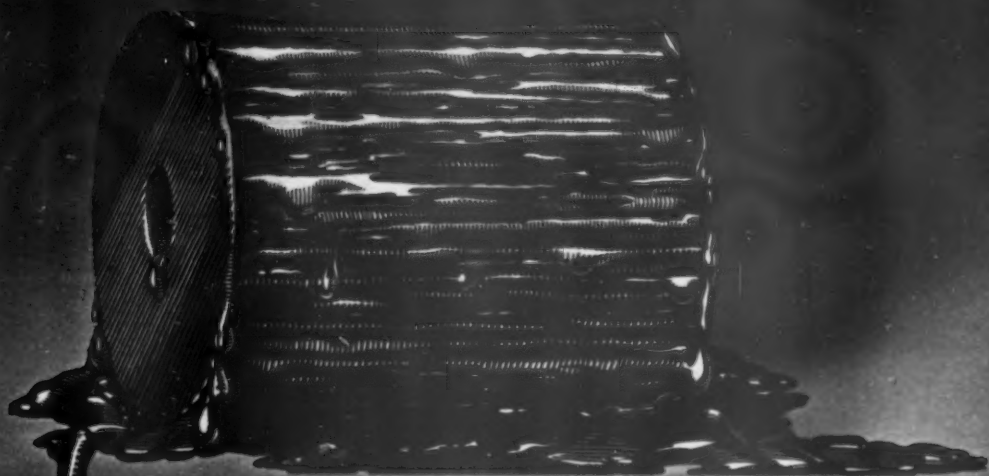
Hot or cold the engine started at a touch and, again hot or cold, it was immediately noticeable that the engine was remarkably free from rattles and other undesirable mechanical noises. Old engines tend to be noisy, for there are many components and auxiliaries which are not serviced even in normal reconditioning, but this one was very smooth and it sounded sweet running in addition. The performance was not, of course, comparable with that of current cars of similar engine size, but the car would



cruise comfortably between 40 and 50 m.p.h. without fuss, and if the gears were used freely the performance was by no means sluggish. There was some fuminess noticed when the engine was thoroughly warm.

The clutch provided a smooth take up, and there was no excess play in the transmission. The gear box was pleasant to use, but the synchromesh mechanism, particularly on third gear, was worn. The worst part of the car was the steering. Excessive play is inherent in the steering mechanism of this model when some wear has taken place, and the car tested was no worse than most of its brothers in this respect, but it did detract from nicety of control. The brakes, also one of the model's less praiseworthy features, were satisfactorily powerful, but they pulled a little to the right. The suspension provided a very comfortable ride, marred only by slight weakness of the front spring dampers. Tyre condition was good.

A sunshine roof and twin horns were fitted, and there was an effective electric demister fitted on the driver's side of the windscreen. A fairly comprehensive array of instruments included an ammeter, oil pressure and fuel gauges, and a speedometer with trip and total mileage recorders and a clock. Reflecting the condition of the car as a whole, and the way in which it had been maintained, was the efficiency of all minor components such as the indicators, facia and interior lights, instruments, and so on.



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the well-known general purpose spirit is superb value for engines which do not demand a premium grade.

The 16ft four-berth Paladin Nomad, a good example of a dual purpose van. Furnishing is very complete, there being plenty of drawer and cupboard space.

It appears that 1954 is going to be an important year in the history of caravanning; at long last there is to be a competitive road rally. A feature of special interest in the rally will be a number of special tests, which will be held at Silverstone from May 7 to 9. The event will be known as the British Caravan Road Rally and will be run under the auspices of the Caravan Club.

Competitors will be limited to 100, a quarter of these starting from each of four points located in London, York, Chester and Bristol. The finishing point has yet to be decided but it is expected to be at one of the popular



CARAVAN COMMENTARY

By JOHN YOXALL

resorts, where a *concours d'élégance* can be held as a final item. The declared objects of the rally are: (1) To test and demonstrate the roadworthiness of a caravan under tow and its manoeuvrability on site; (2) To encourage developments making for still greater roadworthiness and manoeuvrability; (3) To test the proficiency of competitors in the handling of car and caravan; (4) To provide sport and pleasure for the competitors; (5) Generally to create publicity beneficial to the caravan movement.

There will be four classes, the subdivisions being based on power-weight ratios. This, unless very careful wording is used in the regulations, may give a distinct advantage to freak constructions, and to small cars towing heavy vans when competing against large cars with light vans.

If this is so it would be a pity because, from all points of view, it is desirable that vans should be well within the capabilities of the towing cars. This fact seems to go unrecog-

nized even by many of the old hands. The formula adopted for the rally is
Engine capacity in c.c.

Van weight in cwt
and the four classes are arrived at on this calculation: (A) Not exceeding 60, (B) 61 to 90, (C) 91 to 150, (D) over 150. An example of (A) would be an Austin A.40 towing a van of its own weight (one ton). One of the tests at Silverstone will entail the weighing of the vans. If the vans are standard products, and not specially built for the rally, there are going to be some surprised looks when the weight cards are presented.

The most useful tests will be No. 5, fast towing, and No. 6, braking. It may well be that these will lead manufacturers to pay more attention to their chassis and weight distribution in order to improve towing characteristics at high speed and during rapid decela-

ration—an attention which is much overdue. In this connection speeds of 45 to 50 m.p.h. will be required; it is a good outfit that will do 50 m.p.h. and come to an abrupt standstill without snaking. To be really effective this test should take place on a road with an average camber, not on a flat runway or perimeter track of an airfield. To obtain really useful results in these two tests it would be wise to limit the proportion of nose weight allowed. Many bad towing characteristics can be camouflaged by increasing the nose weight. The same, of course, applies to heavy extra weights carried in the luggage lockers of the towing vehicles.

Not new, but almost as important as the high speed and braking tests, is the wheel changing test. Only on very few vans is there any provision for convenient jacking and a flat tyre entails much more bother than the same trouble on the car. Quite a novelty will be the night and day road sections. The first will include route finding tests and the latter a hill-climb. The average speed required has not yet been published but it is to be expected that it will be as high as possible without forcing the outfits with a poor power-weight ratio to exceed the legal limit of 30 m.p.h. In some ways the event will be reminiscent of the old-time car trials when the 20 m.p.h. limit was in force. (In Britain vans are not allowed to exceed 30 m.p.h., and this regulation applies equally to a pre-war 10 h.p. car towing 25 cwt and to, say, a new Austin A.70 towing 15 cwt.)

The Club is aiming at making the rally a very comprehensive test of the car, caravan and the driver. High marks in one section will not be used

For the owner of modest horse power: The 10ft Northampton Glider Fleetwing, which may be had with either a two- or a four-berth layout. The two-berth model is shown.



CARAVAN COMMENTARY continued

to even up low marks in another. To qualify for a medal competitors are required to reach a certain standard (as yet unspecified) in each test.

THE International Rally for 1954 is to take place at Innsbruck, Austria, from July 30 to August 8. Although this means a tow of over 700 miles from the Channel ports, it is a very lovely area that has been selected and well worth the journey. At that time of the year there is a heavy demand for shipping space on the cross-Channel services and intending participants are recommended to make their reservations as soon as possible.

More and more motorists are crossing the Channel by air in Silver City Airways machines, the fares for which have recently been reduced again. Some while ago I intended taking a caravan over on that route but the outfit was a few inches too tall to get on board. What a disappointment!

On some of the surface routes caravans are always the last to be hoisted on shore. Stevedores of all nations are

a law unto themselves. As I look at my van the various dents in the gutterings remind me of each of my jaunts abroad. But do not let me appear discouraging; whichever way you travel, a caravan holiday abroad is a very happy and novel experience and one which also has the virtue of being cheap. This cheapness is, of course, dependent on all four berths being filled and the holiday extending for at least three weeks.

CARAVANNING in Britain is quickly becoming an all-the-year-round sport. Last year club meets were held as late in the season as Guy Fawkes night and both the British Caravanners' Club and the Caravan Club held Christmas meets. These winter meets are not as tough as is popularly supposed. The modern double-walled, insulation packed van is very warm if a radiator is kept going and the ventilation carefully attended to. The first C.C. meet of 1954 will take place tomorrow, January 23, at Wrotham Heath, Kent. This is to be fol-

lowed next week by the South London Centre, who open their season with a meet at the Chessington Zoo, in Surrey. This site is usually the scene of the opening "Early Birds" meet of the British Caravanners' Club, in March.

The biggest meet of the year—and quite probably of all time—will be the C.C. National Rally, which, as last year, will be held at Overstone at Whitsun, June 4 to 7. In 1953 well over 600 vans were present. There will be the usual number of competitions, each designed to improve either the comfort or the towing characteristics of the vans. This year the competitions will be for the best settee double bed, a hook-on table to seat four, china and glass storage, layout of a centre kitchen, soft furnishings, owners' improvements, amateur van construction and a manoeuvrability test for the Harris Cup.

These very big meets provide an opportunity for a vast exchange of ideas; a good thing in every way for improving both the sport and the standard of the vans.

Two Carburettor Consul

CONVERSION KIT THAT IS EASY TO FIT

PREVIOUSLY the Ace Service Station (London), Ltd., North Circular Road, London, N.W.10, have produced multiple-carburettor conversion sets for the Ford Zephyr, Prefect and Anglia. The latest conversion set offered by this concern consists of a twin-carburettor layout for the Ford Consul. The kit comprises two S.U. type D.2 down-draught carburettors, two cast-aluminium inlet pipes and the necessary throttle linkage and petrol pipes. No drilling or tapping is required when fitting the conversion set and the battery position need not be altered.

An opportunity recently occurred of sampling a Consul equipped with this conversion. In addition to the modified carburettor layout, 0.060in had been machined off the cylinder head, at the customer's request. Naturally, the greatest feature of the increased performance was the improved acceleration. Motoring conditions in Great Britain are rapidly approaching the state when maximum speed above 75-80 m.p.h. will be unusable except in very isolated instances and good acceleration is of more benefit. Acceleration such as the Consul has when fitted with this conversion enables advantage to be taken of certain situations and the time taken from point to point can be lowered, without increasing the maximum speed.

The car would move off very quickly from rest and quickly reach its cruising speed, which on the slightly optimistic speedometer was an indicated 67 m.p.h. Above this speed and up to 75 m.p.h. there was a noticeable vibration period which may have been an offshoot of the

increased compression ratio. A maximum speedometer reading of 88 m.p.h. was seen on a level stretch of one-way road and although this was maintained for only a minute or two the engine did not seem to be protesting. Use of the twin carburettors and of the available performance naturally increases the petrol consumption and during a test of some 370 miles the average consumption figure was 19 m.p.g.

As a basis for comparison the performance figures attained are tabulated

with those of a standard Consul taken from *The Autocar* Road Test of 1952.

	Standard Consul Sec	Modified Consul Sec
0-30 m.p.h.	7.7	6.0
0-50 m.p.h.	19.7	14.2
0-60 m.p.h.	31.1	20.5
20-40 m.p.h.	8.7	6.4
30-50 m.p.h.	15.1	11.8

The price of this conversion set is £27 10s with a further £2 for air cleaners and a fitting charge of £2 10s.

The mixture from the twin S.U. carburettors is drawn in through cast aluminium alloy intake pipes which have an inter-connecting balance pipe. A potential source of trouble may be the rubber connection. The small circular air cleaners help to minimize intake noise at high engine speeds.





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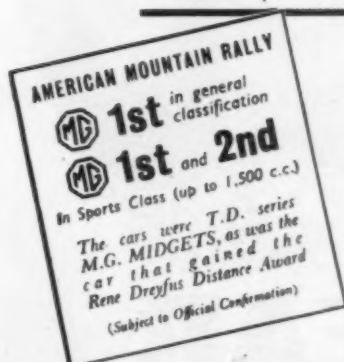
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A fifteenth-century bridge spans the River Darenth alongside a cattle ford, at Eynsford, in Kent.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

TURNING RIGHT

Surely Not?

[65394].—I read with interest letter [65357] and I query Mr. R. Chapman's method in making a right turn.

Surely to pull in to the left and even to stop to allow traffic behind to pass first is wrong. I was taught driving by an R.A.C. instructor of a well-known and long-standing school of motoring in Oxford. He taught me to give a signal in good time, and to take the crown of the road before turning right. This allowed traffic behind to pass on the left.

It is only three years since I passed the driving test so I do not consider myself an experienced driver, but I most certainly think there is something wrong in your correspondent's suggestion. The latter method is surely the safer?

Cowley, Oxfordshire.

G. E. PUGH (MISS).

Warm Drinks and Blankets

[65395].—I was delighted with Mr. R. Chapman's letter [65357]. I remember, when I had my first bicycle, pulling into the kerb, getting off and waiting until all was clear before starting up again. Of course, there was far less traffic about in those days.

I notice that Mr. Chapman has passed the M.O.T. test to become a driving examiner, and does not give any hand signals—except to police officers, which exception is difficult to understand, since if anything is around he has already left his proper traffic lane and is cluttering up the kerb.

I hope that if he does this in, say, the West End of London he comes equipped with a few rugs and is prepared to spend the night in the gutter, with his eyes on both carefully set driving mirrors.

Please do not think I am sold on hand signals; I rarely use them myself, especially in cold weather. I just wonder what point Mr. Chapman is seeking to make.

Cobham, Surrey.

F. JEVES, M.I.R.T.E.

Why Pull In To the Left?

[65396].—The letter from Mr. R. Chapman [65357] struck me as being so full of common sense and containing so many examples of sound driving practice that I was all the more puzzled by his insistence on the rather old-fashioned method of making a right turn by pulling in to the left and allowing following traffic to pass (even coming to a standstill if necessary) before actually attempting the turn to the right. This method, while perfectly safe, appears to place the driver making the turn at a great disadvantage, especially if the following traffic is heavy and continuous, under which conditions he could easily be hemmed in at the kerb for several minutes.

If a driver less skilful and experienced than your correspondent attempted this manoeuvre it is possible that impatience over prolonged delay at the kerbside might overcome discretion, resulting in a precipitous right turn straight from the kerb and, at best, a phenomenal avoidance. Note that, in these circumstances, the driver making the right turn has to judge the speed and distance of both traffic streams.

It would seem to me to be perfectly sound and safe practice to operate, in good time, the right direction indicator, and gently move over to the right of one's traffic lane in the generally accepted fashion, slowing or stopping if oncoming traffic makes it necessary, but not causing any hold-up to following traffic. With this method the driver has only to watch oncoming traffic;

CORRESPONDENCE

continued

the following traffic passing him on his left is no longer any concern of his.

Perhaps Mr. Chapman can support his preference for the other method by pointing to some danger or disadvantage connected with the method I prefer, which has eluded me? I have noticed that there are a great many motorists in some parts of the country who are quite unused to seeing a car pull over to the right before a right turn, and suspiciously refuse to come through on the left, even though there may be room there for two cars abreast! I have seen it often in my mirror, and can only assume that the basic principles of motoring are very deeply rooted in their minds and that, to them, it just is not done to pass on the left in any circumstances!

Ambleside, Westmorland.

DERRICK A. VARTY.

An Octopus Required?

[65397].—I am afraid that I cannot agree with Mr. R. Chapman [65357] regarding his remarks on hand signals, especially when he says that, when slowing down in a normal manner, the stop light is a sufficient signal. He seems to forget that the stop light comes on only when the brakes are actually applied. Moreover, in a normal stop, these should be used actually to halt the car; it is a well-known fact that it is far better to use the engine's retarding effect than that of the brakes. This, in my opinion, is a time when a hand signal is essential.

I am in favour of using mechanical signals as much as possible; by using these, one can have two hands free for steering—it is impossible to give a hand signal, change gear and still have one hand on the steering wheel.

A. W. BALLS.

Bungay, Suffolk.

The Onlookers are Fooled

[65398].—May I offer a few remarks based, admittedly, upon a mere tenth of Mr. R. Chapman's experience?

First, has he not destroyed his own arguments in describing his actions when turning right and left? Comparing the fourth and second paragraphs of his letter, we find that, when he turns left, he pulls well in to his left. The intentions implied by such a placing of his car are, he avers, obvious, to those behind—so far, we may agree. But, when he is to turn right, Mr. Chapman astutely pulls in close to the left also; surely, it is again obvious that he is intending to turn left, so, when he in fact turns right, the onlookers are completely fooled.

Mr. Chapman does not, alas, say definitely that he is a driving examiner, but the fact of his having passed the test for this employment must do much to reinforce the arguments of those who contend that the official driving test is a ludicrous imposition. If a candidate has to drive by the methods of Mr. Chapman and then to answer correctly when questioned on the Highway Code, to be successful he has to demonstrate a truly remarkable capacity for hypocrisy.

In conclusion, has any other reader of Mr. Chapman's letter wondered whether his reference to others who cannot mind their own business can be assumed to confirm that Mr. Chapman's habits have received comment on the road?

D. L. HENRY.

London, S.E.12.

BOUQUET

The Most Authoritative Road Tests Available

[65399].—It appears to me that *The Autocar* staff truly surpassed themselves with the Show issues last year. As you are probably aware, there is a constantly increasing number of subscribers in this area; I have introduced a number myself. One look at the Show issue and the sales resistance of any even "half-way enthusiast" would disintegrate. Your Road Tests seem to be generally accepted as the most authoritative available, an understandable thing when one considers *The Autocar* staff has some fifty years more automotive journalistic experience behind it! Most of our journals quote you occasionally. I sometimes wonder if they all have the courtesy of asking your permission first. Actually, I suppose it is good advertising for you.

Since we live practically on an important national highway, we see a goodly number of foreign cars. However, there is not a very large number owned locally. I am seeing an increasing number of Allards lately, although I have yet to see a Palm Beach. I believe the Hillman Minx is becoming the most numerous; it really does seem better fitted to our tastes and needs than most European cars. What we need more of is something that is, in large part, already here. The new British Ford engines come much closer than any of the others we have seen in meeting touring needs in this part of the world and they should be offered

here either with better gear ratios for long-distance cruising or with overdrive. Actually, I have questioned a number of Ford Consul owners and a couple of Zephyr owners and their fuel consumption is little, if any, better than that of a Studebaker Champion, Willys or Nash Rambler. The answer has to be in the gearing; after all, most British manufacturers, through dire necessity and public demand, have had to be the outstanding exponents of economy car design and most of them have probably forgotten more about designing economy into a car than most of them over here have yet had to learn.

Albany, Oregon, U.S.A.

JAMES PAGE.

BORE AND STROKE

Build to Suit the Longitudinally Large

[65400].—How pleased I was to see that, at long last, a motoring journal has published a determined bid for comfort (and safety) on behalf of the tall driver. I fully endorse everything said by Thomas Whitson in his article ("Gulliver in the Driving Seat," *The Autocar*, January 1). Although I am 3in shorter than he is my problems are just as real. In my case they are accentuated by abnormally long legs; in fact, when sitting, I frequently find myself to be no taller than somebody as much as 9in shorter than I am when standing. I am sure that there are also many drivers of average height who are not of average proportions.

One point which I do not think was brought out fully is that the average man (who is well known not to exist!) is useless when determining the seating arrangements for the driver; if this is the criterion, up to half of the driving population is above average size and therefore to a greater or lesser extent uncomfortable (and unsafe).

Life is expensive enough for the above average sized, or proportioned, driver; he has to have clothing made to measure without having his car tailored to fit also. The new style of full width body caters well for the man who is large horizontally; let us now see a little attention devoted to the man who is large longitudinally!

JOHN A. SIBUN.

London, S.W.19.

A Citroen Conversion

[65401].—I was very interested to see the article "Gulliver in the Driving Seat" in your issue for January 1. I have suffered a lot from the driving seats of a number of cars, and some years ago I decided I must do something. I had at that time a 1939 12 h.p. Citroen—the "Utility" model—and the seat springs were beginning to go, so I decided to make a seat that would be really comfortable.

After a lot of experimenting I finally made a seat that was adjustable in practically every way, i.e., for height, angle of seat and back, length of seat, and fixed to the slides on the floor of the body for fore-and-aft movement. Both the back and the seat are of Dunlopillo. After trying a number of adjustments, I got the seat to my liking and have never been so comfortable. In fact, I transferred it to my present car—a 1950 Light Fifteen Citroen.

The present-day fashion seems to be seating for six; when probably 70 per cent of the time the driver is the sole occupant, why not make him comfortable? Many motorists do not realize what comfort is.

There is one thing that I am sorry to see disappearing from the modern car, and that is the luggage locker with a lid that lets down and becomes a luggage carrier. If my wife or I want to transport a trunk, a piece of furniture, or fetch a new lot of hens, the Citroen is no good, but my wife's Ford Anglia is just the thing. Why cannot utility be combined with looks if one must be in the fashion?

E. F. KNIGHT.

Hale, Cheshire.

SLEEVE VALVES

Further Experience Recalled

[65402].—The horizontal rotary valve mentioned by Mr. T. Cordery [65326] was a French Henriot patent manufactured by Darracq and the very little-known German firm Benz Soehne from Ladenburg. After the other war I bought one of these Benz Soehne cars and after a few hundred miles had to put in a normal engine as the rotary valves gave no satisfaction at all and finally seized following distortion.

I don't believe that Mors ever used this system.

Brussels.

RENÉ DE CARITAT DE PERUZZI.

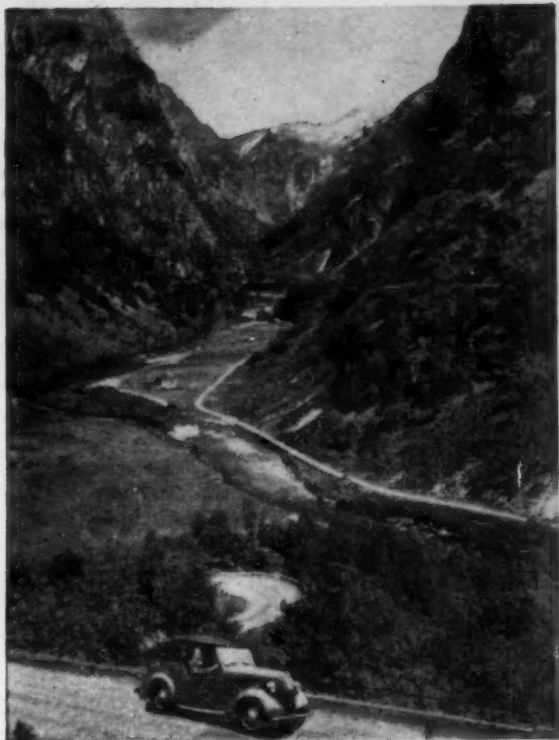


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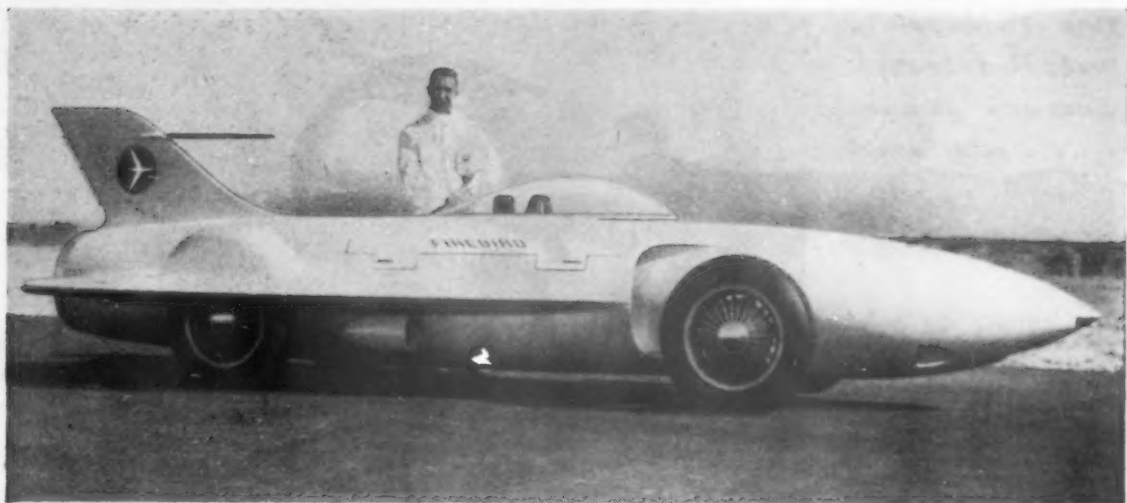
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The experimental gas turbine car owes much to aircraft streamlining. Indeed, the debt is acknowledged by G.M.—to the U.S. Navy's experimental aircraft, the Skyray.

Gas Turbine Surprise from General Motors

370 b.h.p. UNIT PROPELLING PLASTIC-BODIED, EXPERIMENTAL CAR

SECOND firm in the world publicly to show a gas turbine "car" is General Motors of America, nearly four years after the Rover company of Britain demonstrated JET 1 at Silverstone (March, 1950). The rumour that G.M. were about to do so was fairly strong and was recorded in the January 8 issue. But the surprise element in the new vehicle is its shape, strongly resembling that of early land speed record cars, and the high power developed by the engine, no less than 370 b.h.p. One of the many problems that beset the research worker who is trying to harness the gas turbine to cars is to reduce the power without too great losses elsewhere; the Rover company are believed to have successfully reduced output to below 120 b.h.p. and either G.M. are unwilling to sacrifice certain virtues apparent at 370 b.h.p. or they feel that this is a reasonable experimental output figure in a country where piston engines for cars are currently developing over 200 b.h.p.

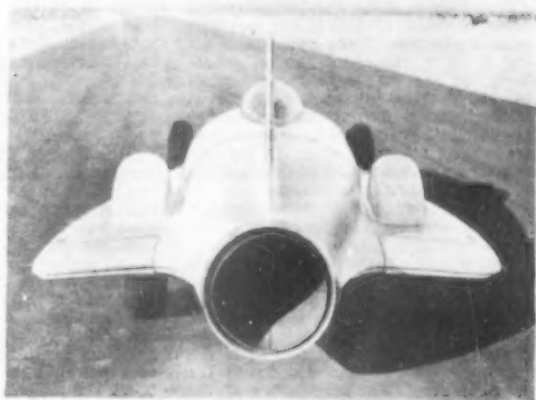
Naturally, almost the whole interest in this new project lies in the turbine arrangement. As a whole, it is located in the rear of the car (christened the Firebird), resembling JET 1 in this respect. It also uses the same arrangement of free power turbine, but as this is the obvious choice of the many layouts possible with gas turbines no significance need be attached to the fact. Blades of the two axial flow turbines are made from a new high-temperature alloy developed by the

Exhaust for a 370 b.h.p. gas turbine, with an air consumption twenty times as great as that of a piston engine. There are air braking flaps on the trailing edges of the "wings."

G.M. Research Laboratories and christened GMR 235. They were precision cast by a process known as the "lost wax investment process," in which the blade is formed in wax, then a plaster cast is made of it and the wax is melted out. There exists in the U.S.A. a technique for mass producing the wax blades.

Conventional Arrangement

Well aware of the excitement that gas turbine developments are bound to arouse, General Motors are cautious in their statements about the new vehicle, emphasizing its experimental nature. The power unit, characteristically christened the Whirlfire Turbo-Power engine (GT 302), is an effort by the research laboratories, say G.M., "to determine whether this type of power is feasible for automotive use." It was specially developed for the purpose, although contemporary gas turbine technology is such that this is likely to imply only that a certain selection of available techniques was made for Fire-



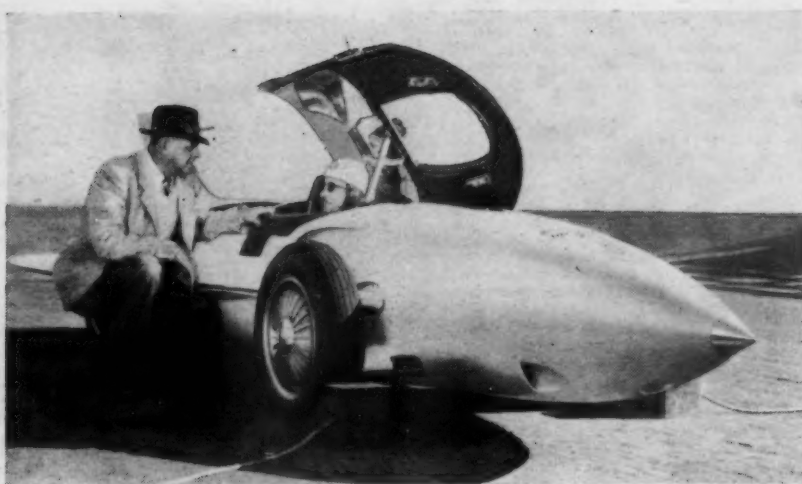
bird's power unit. So far as anything in this spectacular field can be said to be conventional, the G.M. arrangement is.

It consists, therefore, of two sections, the compressor and the power section, the coupling between the two being a gas coupling and the two turbines having independent shafts. Air is collected by two gill-like intakes just behind the front wheels on either side of the car, whence it passes to the single-stage centrifugal compressor, which has a compression ratio of 3.5 to 1. The highly compressed air is then ducted into twin combustion chambers, into which kerosene as a fuel is sprayed. Initially ignited by a spark, the flame is thereafter self-supporting and gas is expelled from the chambers at an outlet temperature of about 1,500 deg F.

Its first useful work is done as it passes through the blades of the compressor turbine, thereby driving the compressor at an idling speed of 8,000 r.p.m. and ultimately at a maximum b.h.p. speed of 26,000 r.p.m. Both of these speeds are usual. There is, of course, a drop of both

Gas Turbine Surprise from General Motors continued

With his cockpit bubble raised, Rose talks to Mr. Harley J. Earl, G.M. vice-president in charge of styling. Firebird's wheels have detachable rims. The chocks suggest speed attempts, but no figures are available.



pressure and gas temperature in this stage, and the cooler and lower pressure gas next passes through the blades of the power turbine, which revolves at 13,300 r.p.m. at maximum output, again a customary speed. From here it appears that the gas goes straight to exhaust, which means that General Motors have not yet devised a suitable heat exchanger, the biggest hope for the reduction of the gas turbine's excessive appetite for fuel.

Transmission in the Firebird somewhat resembles that of modern U.S.A. cars with torque converters. There is manual selection of drive range, low range, or reverse, but the torque characteristics of the gas turbine (maximum torque is delivered with the vehicle stationary) mean that the gears need be changed only in exceptional circumstances. A gas turbine has, in the neat G.M. phrase, built-in torque converter characteristics.

Low Weight

The weight of the unit with transmission totals 775 lb, giving a power-weight ratio of about 2 lb per h.p. for the assembly alone, about one-third that of conventional American piston engines. Of this total, 340 lb is attributed to the compressor section and 435 lb to the power section. The dimensions of the gas turbine unit are 5ft 3in long, 2ft 2in

deep and 2ft 10in wide. The combustion chambers are 7½in in diameter and the blade tip speed of the compressor turbine is in the neighbourhood of 1,000 m.p.h. With a weight of half an ounce, centrifugal force at this speed creates a pull of 1½ tons per blade, exerted in an effort to tear it from its anchorage on the turbine wheel!

An item of special interest in the G.M. engine is the provision of a safety device which stops the engine if one of the two burners fails to ignite. Auxiliaries are driven, again as is customary, from the compressor turbine shaft, suitably geared, and the 24-volt electrical system must rev the compressor turbine up to a figure of 3,000 r.p.m. before the engine will start.

The rest of the Firebird is of less importance, although there is much originality in it. An all-welded box-section frame carries a body of Fibreglass with an aerodynamic shape attained with the aid of model tests in a wind tunnel of the California Institute of Technology. A fuel tank of 35-gallon capacity, also of Fibreglass and with light alloy bulkheads, occupies the front of the car, and it is worth recalling that the fire risk from gas turbine fuels is far less than with petrol; thus the position need not be viewed too critically. The little swept-back "wings" have brake flaps on their

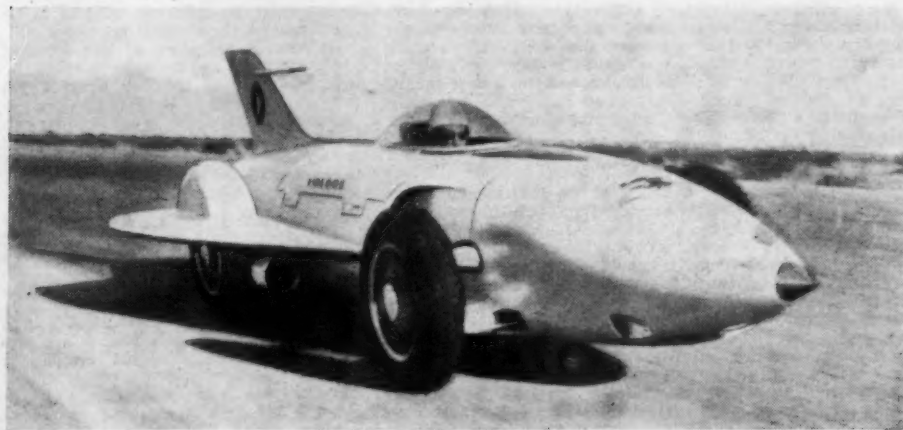
trailing edges and the vertical fin is necessary with a good aerodynamic shape to keep the centre of pressure of the body in such a position relative to the centre of gravity that directional stability is maintained. The overall length of this striking body is 18ft 6.7in: there is a special Cadillac convertible with an almost comparable length of 18ft 4½in. At the widest point, the Firebird is 6ft 8in.

The Chassis Layout

Suspension at the front is independent by torsion bar. The bar is a part of the lower wishbone, and spring damper arms form the upper wishbone. The conventional kingpin disappears in favour of ball-joint suspension. There is an anti-roll bar. Rear suspension is de Dion with a tubular rear axle, two single leaf springs, and a Panhard rod.

The weight distribution of the Firebird with driver, fuel and oil is 1,315 lb front and 1,485 lb rear, a total of 2,800 lb. Empty, the Firebird weighs 2,440 lb.

The experimental car was tested at the G.M. proving ground in November and December, 1953, and was taken to the desert proving ground at Phoenix, Arizona, for additional runs. The driver was former Indianapolis champion, Mauri Rose, a Chevrolet engineer. No performance figures have been disclosed.



Firebird at speed, with Mauri Rose at the wheel, on the General Motors proving ground in the desert near Phoenix, Arizona. For a car showing its paces in the neighbourhood, Firebird is aptly named.

Wedding

THE youngest daughter of Mr. L. P. Lord, chairman of the British Motor Corporation, Miss Pauline Lord, was married on January 9 to Mr. John Pither, of Brookmans Park, Hertfordshire. The marriage took place at St. John's Parish Church, Storrage, Worcestershire.

Nash-Hudson Merger

THE Nash-Kelvinator Corporation and the Hudson Motor Company have amalgamated and the new organization is to be called the American Motors Corporation. This alliance has been approved by the directors of the two concerns and, subject to the agreement of the shareholders, the £11m. company will be the fourth largest in the automobile industry.

Practical Technician

MOTOR TRADER, an associated journal, is seeking the services of an assistant technical editor. The principal requirement is a sound technical knowledge of the processes of repair and overhaul of cars and commercial vehicles. Automobile electrical experience would



A by-pass road at Ashford, Kent, is one of the projects scheduled for completion under the Government's limited scheme for road improvements. Much of the by-pass already exists in skeleton form. Foundations have been laid and the main engineering work, including bridges, has been done. The work started before the war and was resumed in peacetime, but in 1948 work was stopped by Government instructions. Motorists on the London-Dover road will benefit considerably when the work, seen here as it is now, has been completed.

NEWS and VIEWS

be an advantage. The necessary journalistic training would be given. Applicants, who should be preferably between 25 and 30 years of age, should write to: The Editor, *Motor Trader*, Dorset House, Stamford Street, London, S.E.1, marking the envelope "Personal." All applications will be dealt with in the strictest confidence.

Rover Appointments

AFTER 58 years' service with the Rover company, Mr. E. G. Commander has resigned his position as chief buyer. He has, however, been appointed to the board, where his extensive knowledge of the industry will still be at the disposal of the company. Mr. L. G. T. Farmer, commercial director and secretary, has been appointed assistant managing director. Mr. C. Smith, the assistant secretary, has been appointed secretary and Mr. A. O. Hollick will be personal assistant to the sales director. Mr. G. Lloyd Dixon, who recently resigned from the Board of Humber, Ltd., has been appointed general sales manager.

78,000,000 Cars

ACCORDING to figures given in Washington by the U.S. Automobile Manufacturers' Association, an estimated 78,048,000 motor vehicles were in use in all countries of the world in 1952. Of these, 53,294,000 were said to be in the U.S.A. Of the grand total 58,347,000 were cars. World production of motor vehicles, including cars, during 1952 was estimated at 8,324,033.

The association also estimated that total U.S. production during 1953 would prove to be 7,370,000 vehicles, a total second only to the record, 8,003,056 produced in 1950. Such a production was an increase of 33 per cent over the 1952 figure.

Two in One

ALL Standard Vanguard models and the Triumph Renown can now be obtained with an overdrive which operates on second and top gears. This Laycock-de Normanville installation gives improved acceleration and a clutchless change for hill-climbing and overtaking. The mechanism is electrically operated by a switch located on the steering column. On certain Phase II Vanguards a manually operated overdrive of this type is fitted, and a member of *The Autocar* staff has satisfactorily used a car so equipped for approximately 6,000 miles.

The additional cost of the double overdrive is £56 13s 4d. A conversion kit will shortly be available for owners to convert cars which are fitted with the manually operated type.

French Firms Unite

TWO independent French car manufacturers, Simca and Peugeot, have decided to link their efforts in starting a sales drive in South America. A joint announcement issued in Paris said that the two companies had signed a contract to build a factory in Brazil, with the help of local companies, it is understood, in which to produce the Simca Aronde and Peugeot 203.

Speed Limit Raised

AS a result of representations made by the R.A.C. and A.A. to the Minister of Transport, the 10 m.p.h. speed limit on the Grand Union Canal Bridge, Slough, will apply in future only to vehicles of over five tons laden weight.

The limit was imposed in 1949 owing to serious deterioration in the condition of the bridge, but the motoring organizations have now pointed out that if the bridge can bear weights of up to 12 tons,

light vehicles should be able to cross in safety at speeds exceeding 10 m.p.h., especially as the road (A412) is in any case subject to the 30 m.p.h. built-up area speed limit.

Willys in Argentina

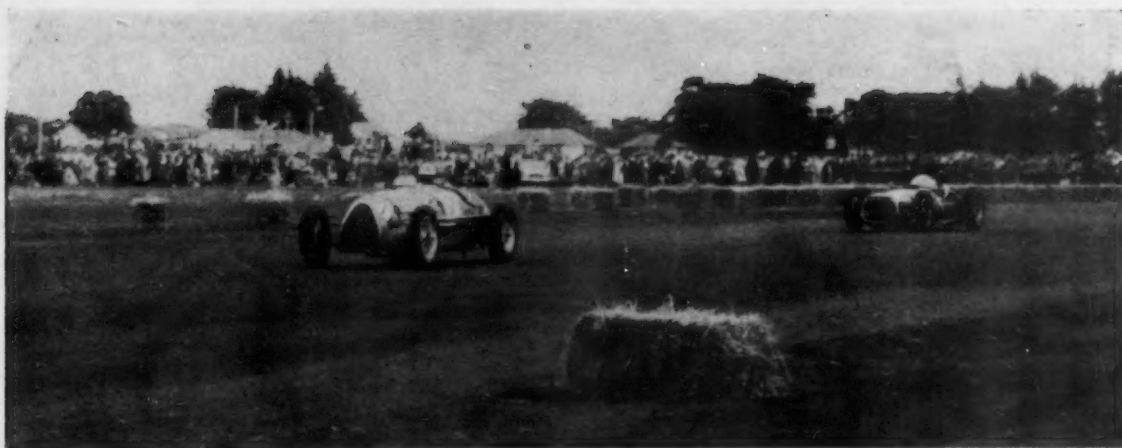
FOREIGN cars are now to be actually manufactured in Argentina. The Willys-Overland company are to assist in setting up a corporation to make Jeeps and other Willys models. There is a General Motors factory in Argentina but it has not been in operation for nearly three years.

Watch for the White

WHILE all road users are familiar with the white stick which indicates that its owner is blind, and with the fine work done by guide dogs, the R.A.C. feels that everyone may not realize that a dog wearing a white harness nearly always indicates that the person with the dog is blind, and should therefore be given appropriate consideration. There have been instances recently in which these dogs and their owners have been involved in road accidents.

Cleaning White-wall Tyres

INSTRUCTIONS on cleaning white-walled tyres have been issued by the North British Rubber Co., Ltd., which is among the firms now making such tyres. When tyres are new, the protective storage coating can be removed with soap or synthetic detergent powder, after soaking for a minute or so. When a brush does not give the desired results, fine steel wool may be used. They should be cleaned in the same way during service. Tar or oil stains can be removed with carbon tetrachloride, or a proprietary tar remover.



For a few laps the winning Maybach and Ken Wharton's B.R.M. kept close company. Left: Very popular with the Australian crowds, S. Jones sits, wreathed in laurels and smiles, in the Maybach's cockpit after the race.



AUCKLAND AR

TIMEKEEPING MIX-UP MARS ANTIPOD

THE compulsory practice period preceding the Auckland Grand Prix race on January 9 was held in brilliantly sunny weather, and the heat, combined with the abrasive nature of the surface, showed at once that tyre wear would be a major problem. It was reported that a protest had been received from certain overseas drivers concerning a short section of the circuit comprising four right-angled bends. It was held that these were unsuitable for fast cars, and a committee made up of representative drivers from Australia, England and New Zealand, together with race officials, investigated the matter, but unanimously decided to let the circuit remain as it was. However, shortly after practising began, it was announced officially that this section would be eliminated. This reduced the lap from 2.1 to 2 miles. Not unnaturally, the local drivers, including Stan Jones from Australia, preferred the slower circuit. Traces of loose gravel on the surface made it extremely treacherous, the B.R.M. snaking alarmingly as it accelerated along

the main straight. Wharton, Whitehead driving a 2-litre supercharged Ferrari, and Roycroft all put in many practice laps. The fastest laps were achieved by Whitehead (1m 34.9s), Jones (1m 35.3s), Gould (1m 36.1s), Wharton (1m 36.3s).

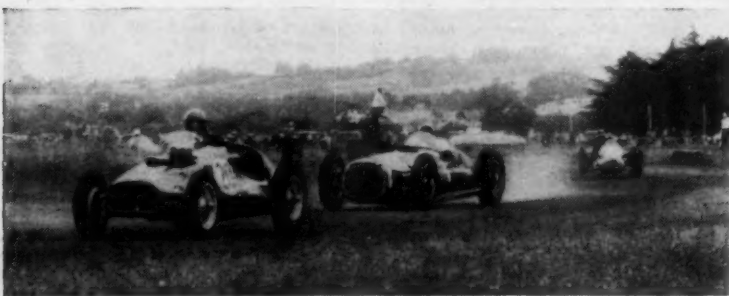
However, there were already casualties. G. C. Smith, with a very special Chrysler engine in his well-known Special, broke a connecting rod and damaged the engine beyond repair. The Maybach, which many considered the only car likely to press the B.R.M., also broke a connecting rod and appeared to be out of the race. Hawke's Allard Special never showed its form, and the H.W.M.-Jaguar of Davison developed a bad miss. Macmillan's Alfa Romeo was overheating and Whitehead's Ferrari suffered from incorrect fuel.

Qualifying laps, held the day after practice, resulted in the inclusion of a batch of very much slower cars, amongst which were two 500 c.c. Coopers and a team of three Austin-Healeys. The latter started in the race by invitation, as did all overseas drivers. It seemed that a great deal was

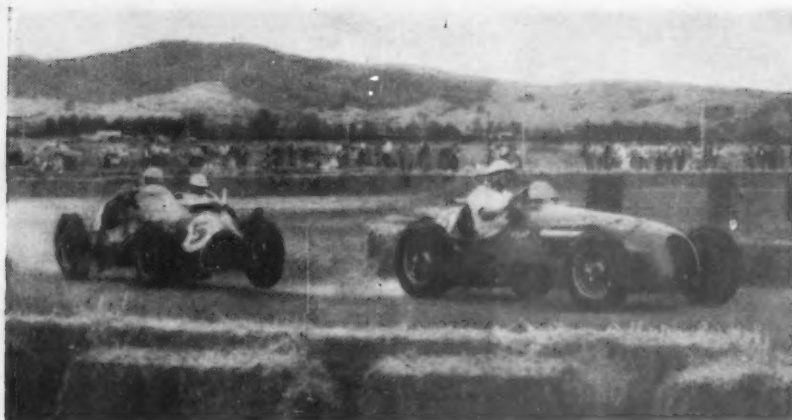
being asked of the drivers of the Grand Prix cars in competing against Austin-Healeys, XK120 Jaguars and formula 3 Coopers, with their limited speed. Some of these slower cars were lapped as many as twenty times during the race.

In spite of the unfavourable weather forecast, race day dawned grey and cool but fine, and by the middle of the morning a crowd estimated at between 60,000 and 70,000 lined the tricky two-mile Ardmore circuit. Ardmore, a little-used wartime aerodrome, is situated a few miles south of Auckland in the North Island of New Zealand. The day of the race coincided with the arrival of the Royal couple in Wellington, 450 miles to the south, so that, unfortunately, it did not prove possible to arrange a Royal visit. Many people who had driven all night were camped at the roadside nearby. Because of the very large number of private vehicles expected, an intricate system of routing had been evolved, and this worked smoothly, traffic delays being kept to a minimum.

Although very good in many ways, it must be mentioned at the outset that the organization was lacking in several very important aspects. Alterations in published handicaps were not made known beforehand and drivers in the handicap races were, without warning, not given an opportunity to warm up and change plugs if they so desired. However, worse than this was the breakdown of the timekeeping system for the Grand Prix, which led to protest and counter-protest. There are few things more trying for tired drivers than to have to argue for places they have rightly won, and this has happened all too frequently in New Zealand. New Zealand drivers owe a great deal to Mr. John Trevor, chief timekeeper, who has done more than anyone to put lap scoring on a reliable basis in that country, but on this occasion he was not able fully to cope with difficulties beyond his control.



After passing A. Stafford's little Cooper 500, Ken Wharton prepares to overtake L. Molina's Holden Special. Throughout the race Stafford never failed to keep out of the way of faster cars.



Horace Gould, in the Gonzalez-like style that he employed to perfection at Castle Combe last September, lifts the Cooper-Bristol's front wheel as he chases A. N. Davison's H.W.M. through the straw bales.

GUMENT

EAN GRAND PRIX

A murmur of approval went up when the Maybach arrived at the track during the luncheon interval, accompanied by some very tired-looking men. Charlie Dean, the designer of the car, and his mechanics had worked all night modifying a connecting rod to take the Maybach bearing shells and 'little-end bush, having succeeded in getting a replacement cylinder liner made during the previous day. A peep through the bonnet louvres showed a large patch neatly screwed on to the cylinder block. Driver Stan Jones had apparently been sent off to get a few hours' sleep during the night. Most of those who knew what had been going on, although greatly admiring the effort, held little hope that the car would last the race.

The front row of the grid comprised Wharton (B.R.M.), Whitehead (Ferrari), Gould (Cooper-Bristol), and Jones (Maybach). When the flag fell Whitehead took the lead but was passed by the B.R.M. before the first corner. At the end of lap one the position was Wharton, Whitehead, Gould, Jones, but the B.R.M., staggering the crowds by its speed and noise, rapidly drew ahead, leaving Whitehead in a position midway between the flying B.R.M. and the rest of the field. It was only three laps before Wharton began lapping the slower cars. On lap 12 he caught R. Roycroft's Alfa Romeo and, in endeavouring to pass him on the inside of the left-hand bend into the pit straight, he overdid things, spun round and stalled. Whitehead, whose car had been showing a trace of smoke from the cockpit, then stopped at his pit. Amid much excitement, the B.R.M. was started again without losing the lead. After a quick look at the engine, Whitehead was sent off again, still in second place, but on the next lap as he accelerated away from a bend, with smoke now showing behind the car, there was an explosion and a sheet of white flame from the cockpit. Whitehead pulled on to the grass and

after a tense moment climbed out, unhurt except for slight burns. The cockpit of the car was an unpleasant sight, the front universal and part of the bell housing having disintegrated, leaving the loose propeller-shaft thrashing between the driver's legs. Several pieces of metal appeared to have shot through the body.

On lap 59 when the B.R.M. was approximately 15 seconds ahead, the Maybach came into its pit for tyres and fuel, and as a result dropped back to third place. A lap later, as Wharton had almost finished his braking for the hairpin at the end of the fastest leg of the course, the car suddenly became shrouded in blue smoke, and at this moment Zambucka spun the Maserati in front of the B.R.M. Wharton was just able to squeeze through between the spinning Maserati and the straw bales and continued looking anxiously down at his smoking front

wheels. His unexpected stop seemed to catch his pit off guard. Smoke appeared to be coming from the front brake discs; there was hurried consultation, brake fluid was added and Wharton was under way again but now in fourth place. With the front tyres shining with brake fluid, front brakes out of action and the uneven exhaust beat more pronounced, the car had lost its initial speed, and Roycroft's Alfa Romeo gradually began to overhaul the B.R.M.

Gould now took the lead, thoroughly enjoying himself slapping the side of his car to urge it on as he passed the pits. For the next 15 laps the position remained unchanged, Gould was followed by Jones, Gaze, Wharton and Roycroft, although excitement was intense as Gaze was gaining up to three seconds a lap on the Maybach. On lap 74 Gaze took second place and on lap 81, Gould made a quick stop and Gaze took the lead.

Meantime Archibald in a green, modified XK120, after a battle with Jensen's Austin-Healey lasting for 81 laps with first one and then the other in the lead, seemed at last to have established a definite superiority, when a puff of smoke began to show from the exhaust as he changed gear.

On lap 91 Gaze stopped for fuel and dropped back to fourth place so that the position then was Jones (Maybach), Gould (Cooper-Bristol), Roycroft (Alfa Romeo), Gaze (H.W.M.) and Wharton (B.R.M.). Hard though he tried, Gould could not catch the Maybach, and so the 204-mile race finished, with Stan Jones in the lead. The Maybach, the Cooper-Bristols, the H.W.M. and the Austin-Healeys, in contrast to most other cars, sounded as though they could have kept on running indefinitely, although the Healeys were getting noticeably short of brakes. Roycroft's Alfa Romeo, fitted with an auxiliary fuel tank, had run through non-stop.

At the time of going to press no decision had been reached on the protests by Gould, Gaze and Wharton against the final placings. It appears now that the matter may be handed to the R.A.C.—as the national body representing the drivers concerned—for an official decision.

ALL-COMERS' TRIAL

BOTH the 750 Club and the West Hants and Dorset M.C. successfully catered for the most ill-assorted vehicles in their joint All Comers' Trial on January 17, splitting their entry of nearly 60 into four classes, viz., 1, trials specials; 2, sports cars, mostly M.G.s and Austin Sevens, and including a Land-Rover; 3, saloons of the abler sort, such as Sunbeam-Talbots, a pack of four Volkswagens, Rileys, a Javelin and a Ford Pilot, and sprightly Austin Sevens; 4, less sprightly Sevens, and two Prefects, a Minx and a Minor and a vintage Bentley saloon.

The trial, near Christchurch, Hampshire, had numerous sections on a small sandy plateau, bracken clad and much broken up by reddish cliffs and bluffs, quarries and tracks. In the bright sunshine it looked typical Injun country.

The specials, with their own tougher sections, enjoyed a close battle, torting about in clouds of sand. In class 2, the M.G.s suffered rather from lack of ground clearance and, in some cases, low speed power. Three of the first four places went to Austin Sevens, that of W. E. Wilks being notable for a most convoluted four-snake flexible exhaust; and A. Baker's Land-Rover was second,

on rear wheel drive only, laden up to 35 cwt with youngsters and cases, bumping and banging up the hills.

F. Downs' Sunbeam-Talbot was most excellently driven to victory in class 3, the heavy but powerful car taking everything at the gallop, seemingly always on the right line. The best of the Volkswagens, driven by Michael Burn, had slightly larger wheels, and wound itself up the steep and soft places well. But it was beaten by H. G. W. Kendrick's Ford Popular, rocketing up section after section on its high bottom gear, and with oversize 6.00-16in Michelin tyres (which had moved it up one class). In class 4, W. Nicholson did well to bring a 1930 vintage Bentley into fourth place, for these heavy cars usually run out of power at very low speeds. But Nicholson's was a 6½-litre and had lots of steam: sheer ertia carried him over many bad patches, too.

RESULTS

Class 1: 1, Cooper Sp. 1.172 c.c. (H. White); 2, D.H.S. sp. 1.172 c.c. (D. H. Small); 3, Vauxhall sp. 1.496 c.c. (W. A. Walters). Class 2: 1, Austin sp. 747 c.c. (J. Hargreaves); 2, Land-Rover 1.997 c.c. (A. Baker); 3, Austin Formula sp. 747 c.c. (W. E. Wilks). Class 3: 1, Sunbeam-Talbot 50 saloon 2.267 c.c. (F. Downs); 2, Ford Popular 1.172 c.c. (H. G. W. Kendrick); 3, Volkswagen 1.131 c.c. (M. Burn). Class 4: 1, Standard Eight drop-head 1.009 c.c. (A. J. Horne); 2, Morris Minor tourist (J. B. Jesty); 3, Austin 1934 saloon 747 c.c. (D. Langdon).

THE SPORT

In the 1914 French Grand Prix, the last of the pre-first-war series, the Mercedes driven by Lautenschlager—whose death is announced—led Boillot's Peugeot until the final lap. With only a few miles to go the Peugeot fell out, leaving the Germans to finish first, second and third. Lautenschlager's average was 65.35 m.p.h. over 466 miles. This illustration of the winner is from one of the 24 Gordon-Crosby paintings which are reproduced in colour in the two portfolios, "The Endless Quest for Speed," published by *The Autocar*.*



THE fourth R.A.C. British International Rally, which is scheduled to take place from March 9 to 14, will have two starting points: Hastings and Blackpool. There will be two individual routes until the morning of March 12; from then on all competitors will follow the same route until the finish. There will be two daylight special tests on each day for each route, those at Silverstone and Prescott being on the same day, while others will be at Oulton Park and Goodwood circuits. Sections of the route in Wales, the Peak district, the Lake District and Scotland will be used for tests of navigation and regularity, while on March 12 there may be a test at Charterhall circuit. The finish will be at Blackpool on March 13.

Cars eligible for the rally will be divided into two main categories: 1, Normal Series Production touring cars, and 2, Normal Series Production sports cars. The definitions of these will be in accordance with the new International Regulations issued by the F.I.A. (of which more anon). Incidentally, only Category 1 cars will be eligible for the Touring Championship of Europe, for which the rally is one of the qualifying events. Cars in Category 1 will be subdivided by engine capacity into five classes, these being: up to 1,000 c.c., 1,001 to 1,300 c.c., 1,301 to 1,600 c.c., 1,601 to 2,600 c.c., and over 2,600 c.c. Likewise, Category 2 will be split into three capacity classes: up to 1,600 c.c., 1,601 to 2,600 c.c., and over 2,600 c.c.

There will be a general classification embracing all cars, and separate class awards for each of the eight capacity classes; also, as usual, there will be a ladies' award, a team award, and starting control awards. In addition, however, there will be a separate classification for Category 1 cars, to count for the touring championship; this is no doubt going to complicate the issue considerably, but seems likely to happen in many of the events in this championship. In effect, the championship is to some extent being downgraded, for, while sports and modified production cars are admitted to some of the qualifying events, the championship winner

may not be placed anywhere near the top in any of them, and will therefore be pushed rather out of the limelight until the end of the season when announced as the championship winner.

Regulations may be obtained from the R.A.C. Competitions Department, Pall Mall, London, S.W.1. The entry fee is 12 guineas per car, and entries close on February 15 at 6 p.m.



CHRISTIAN LAUTENSCHLAGER, one of the greatest and best known drivers of the early days, died at Unter-urkheim on January 3 after a short illness. He was born at Magstadt, near Stuttgart, on April 13, 1877, and entered the Daimler motor works as a mechanic in 1899. He was soon appointed chief test driver and, in 1906, had his first taste of motor racing in Mercedes cars as co-driver with Otto Salzer.

His first success was his win at 68.9 m.p.h. in the 1908 French Grand Prix, held on the Dieppe Circuit. The tyres of the period were not up to the weight and speed of Grand Prix cars and his victory was all the more outstanding in

that he was running on the last set of tyres available. In his second great race, the 1914 French Grand Prix, he led his Mercedes team mates, Wagner and Salzer, to a 1-2-3 victory; his race average over 466 miles was 65.35 m.p.h.

By the older generation this passing of a link with what, in the opinion of many, were the greatest days of motor racing will be sadly felt.



The late Christian Lautenschlager.

COMING SHORTLY

- JANUARY 22**—Lea-Francis O.C. Dinner and dance, The Toby Jug, Tolworth, Surrey, 7.30 p.m.
- 23-24**—Liverpool M.C. New Year night rally, Mollington, Cheshire, 12 midnight.
- 24**—Sports car race, Argentina.
- 24**—Wolverhampton and South Staffs C.C. New Year rally, Chapel Ash, Wolverhampton, Staffordshire, 2 p.m.
- 24**—Herts County A. and A.C. Winter Cup Trial, Platts Garage, West Street, Marlow, Buckinghamshire, 11 a.m.
- 24**—Leicestershire C.C. Silver Starting Handle Sporting Trial, Lowesby Station, Leicestershire, 2 p.m.
- 24**—Incorporated Auctioneers C.C. Competitive run, The Watermill, Reigate Road, Dorking, Surrey, 2.30 p.m.
- 24**—W.O. Club, Social evening, Crown Hotel, Blandford, Dorset, 7 p.m.
- 24**—E. Anglian M.C. Winter Rally, followed by annual general meeting at The Bull, Halstead, Essex.
- 25**—W. Hants and Dorset C.C. Film show, Grand Hotel, Bournemouth.
- 26**—N. London M.C. Annual general meet-

- ing, White Lion Hotel, High Street, Edgware, Middlesex, 7.45 p.m.
- 26**—Cemian M.C. Annual general meeting, Lotus Restaurant, Norris Street, Haymarket, London, S.W.1, 7.30 p.m.
- 28**—Circle C.C. Noggin and Natter, Northwick Social Club, 68a, Kenton Road, Kenton, Middlesex, 8.15 p.m.
- 28**—Shenstone and District C.C. Annual dance, Crown and Cushion Hotel, Perry Barr, Birmingham.
- 30**—B.M.W. Car Club. Annual dinner and dance, Dorchester Hotel, Park Lane, London, W.1, 7 for 7.30 p.m.
- 30-31**—Cambridge University A.C. Lent Term Rally, starting from Huddersfield, Yorkshire, and St. Neots, Huntingdonshire, at 3.30 p.m.
- 30-31**—Vintage S.C.C. Southport Rally and Northern annual general meeting.
- 30-31**—Rhyl and District M.C. Braid Rally, Braid Garage, Colwyn Bay, Denbigh.
- 31**—Buenos Aires G.P., Argentina.
- 31**—Peterborough M.C. Warco Cup Sporting Trial, Wheatheaf Inn, Alwalton, Huntingdonshire, 12 noon.
- 31**—Alvis O.C. Kentish Rally, Badgers Mount Café, Badgers Mount, near Halsted, Kent, 1 p.m.

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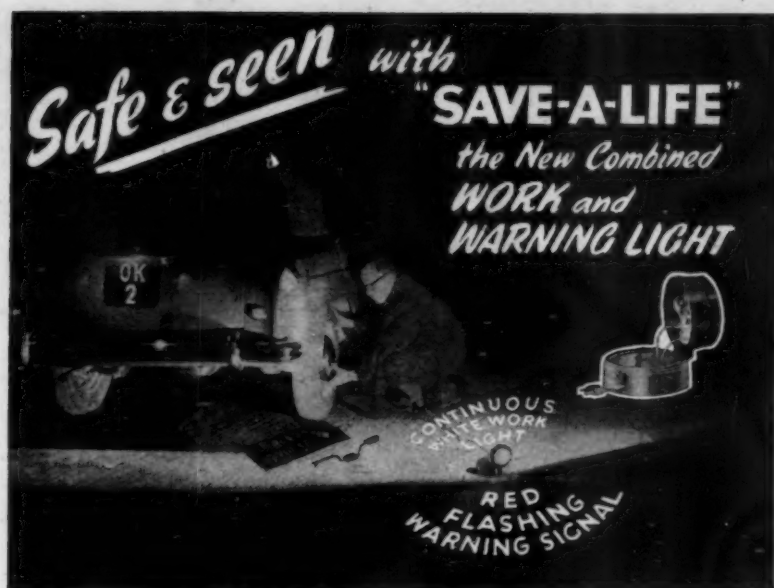
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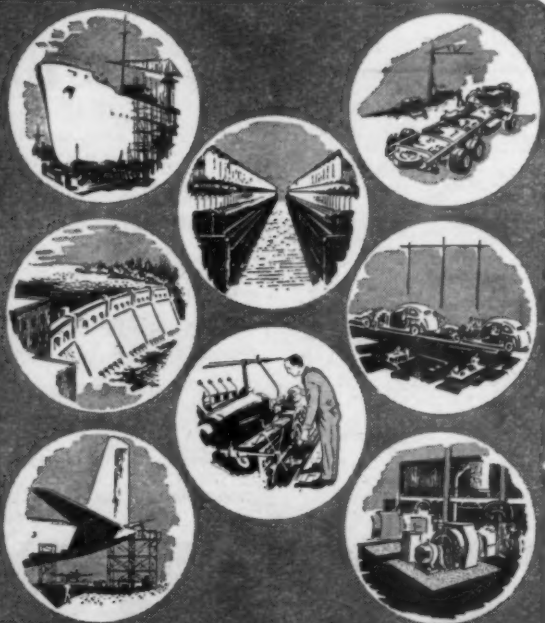
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THE SPORT . . . continued

THE first event of the world championship series—the Argentine Grand Prix, held last Sunday—goes to Fangio, driving a Maserati; he covered 87 laps (211.5 miles) at an average speed of 70.2 m.p.h. (3h 55.8s). This win, however, as with the Auckland G.P., was greeted with protests. Ferraris claimed that Farina (87 laps in 3h 2m 14.8s) had won, filing an official protest that five assistants had helped Fangio to change wheels, whereas the regulations permit only three. Gonzalez (Ferrari) was third, also completing 87 laps, with a race time of 3h 2m 56.8s, followed by Trintignant's Ferrari (86 laps) and Bayol's Gordini (85 laps).



THE go-ahead *Ecurie Ecosse* have started the season by entering three C-type Jaguars in the 624-mile Argentine sports car race to be held at Buenos Aires on Sunday. These will be driven by N. Sanderson and Sir J. Scott-Douglas, J. Stewart and I. Stewart, and K. Schwelm and an unnamed driver. The Sports Car Club of America has sent a team of four cars. The four entrants—M. Gregory (C-type Jaguar), C. Shelby (Cadillac-Allard), P. Hill (4.1-litre Ferrari) and R. Said (Osca)—were selected by the organizing club (the

A.C.A.) from a list of 47 applicants submitted by the S.C.C.A.

The race will be run over a road circuit which goes outside the Autodrome and will start at 8 a.m. so that there will be no night driving.

On January 31 a *formule libre* race will be held. The distance and entries will not be decided until the last moment, but among the intending starters are Bira, with a 4.5-litre Osca, and a few 4 CLT Maseratis. Among the weird and wonderful local entries are one or two o.h.v. Fords, twin o.h.c. Fords and Wayne Chevrolets.



IT seems that the results of the formidable Australian Reliability Trial have been revised since they were given provisionally at the conclusion of the event. In the 2½-litre class the Standard Vanguard driven by E. A. Nelson was not third, but tied with the Holden driven by L. Davies for second place. A correspondent points out that the Austin Sevens, which originally appeared to have done so well in the 1,100 c.c. class, were disqualified for technical reasons. The final winner of the class was a Morris Minor driven by F. Kleinig with a Singer Nine driven by H. Thompson in second place.

CLUB NEWS

M.C.C.—Full results of the Exeter Trial held on January 1-2 are now available, and are as follows:—

First-class awards (18): Dellow 1.172 c.c. s (W. E. Wykes), Ford 1.172 (Mrs. M. E. Woodall), Dellow 1.172 (A. A. Wilson-Gunn), Dellow 1.172 (G. M. Sharp), Scarlet Runner 1.172 (J. Tucker Peake), Tucker M.G. 1.467 (H. W. Tucker Peake), Dellow 1.172 (W. E. Head), L.R.G. 1.172 (W. E. Wonnacott), A.R.H. Spl 1.205 (E. G. Smith), Dellow 1.172 s (D. S. Price), Dellow 1.172 (D. E. Read), Ford 1.172 (H. H. Alderton), Dellow 1.172 s (E. D. Scholey), Dellow 1.172 (C. E. Parsons), Ford Spl 1.172 (W. G. A. Penhale), Dellow 1.172 (R. Wilson), Ford 1.172 (H. G. Ackland), L.R.G. 1.172 (L. R. Gear).

Second-class awards (20): Morgan 2.088 (A. C. Hobbs), Morgan 2.088 (J. Moore), Morgan 2.088 (W. A. G. Goodall), Hillman Aero Minx 1.560 s (D. Underwood), Bayliss-Thomas 1.496 (W. J. Hayward), Vauxhall 1.464 s (C. F. Crossby), Dellow 1.172 (A. E. Cleghorn), Dellow 1.172 (A. C. Westwood), Batten V8 3.704 (H. W. Underwick), Dellow 1.496 (B. W. J. Hindes), Ford Popular 1.172 (H. G. W. Kendrick), Morgan 2.088 (J. H. Ahern), Allard 3.622 (C. J. Girling), Dellow 1.172 (A. E. H. Parsons), Renault 748 (C. G. Faber), Frazer-Nash 1.496 (P. Barker), Hillman 1.265 (D. G. Fleming), Dellow 1.172 (Mrs. E. N. G. Parsons), B.H.W. 1.172 (J. B. Banbury), Morris Spl 916 (I. J. Cruickshank).

Third-class awards (35): Jowett Bradford Utility 1.506 (R. H. Barford), Frazer-Nash 1.496 (D. J. Parsons), Renault 748 (K. W. Hobbs), Vauxhall 2.275 (P. Hewins), Austin A.30 800 (P. Small), Allard 3.622 (A. F. Rollason), Triumph Mayflower 1.247 (G. R. Allen), Allard 3.917 (J. P. Davis), Dellow 1.172 (E. G. Walsh), Morris 916 (K. B. Shaw), H.R.G. 1.496 (D. C. Mitchell), M.G. TD 1.250 (Miss P. J. Roake), M.G. 959 (F. W. Scott), M.G. TC 1.250 (M. J. Lawrence), M.G. TD 1.250 (F. G. Ruggles), Jaguar XK120 3.500 (The Earl of Northesk), Sunbeam-Talbot 2.267 (P. Downs), Bartlett Special 1.442 (G. L. Gutteridge), Peilkan 1.172 (C. R. Price), H.R.G. 1.496 (A. G. Norgard), Morgan 2.088 (E. W. James), Morgan 2.088 (P. Garnier), Ford Anglia 1.172 (J. H. L. Ringham), Austin A.40 1.200 (H. J. Kewell), M.G. TD 1.250 (T. D. R. Rutter), Land-Rover 1.997 (A. H. Baker), M.G. 1.250 (R. P. Sear), Ford 1.172 (E. J. W. Snusher), Austin A.40 1.098 (S. H. Goddard), Dellow 1.172 (J. E. Tompkins), Buckler 1.172 (E. J. Kehoe), Dellow 1.172 (R. W. Woolas), Vauxhall 1.507 (I. T. Bale), Allard 4.800 (R. J. Harris), M.G. Midget 1.250 (W. Ivey-Mollard).

Team Championship 1953: J. Tucker Peake, H. W. Tucker Peake and C. F. Crossby.

Trials Awards 1953: first-class awards in the Exeter and Land's End trials and Edinburgh rally; W. F. Mead.

The London M.C.—The club have now announced the dates of their three main rallies. These are as follows: April 10, 1954, The Little Rally; June 16-20, 1954, French Sporting Trial and Petit Rally; September 3 and 4, 1954, The London Rally.

Further particulars of these events can be obtained from the honorary secretary, Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

Midland A.C.—It has been found necessary to move the club office from the city centre and, thanks to a member, new accommodation has been found at Temple House, 184-6, Bath Row, Edgbaston, Birmingham, 15. The new premises directly face Islington Row and parking facilities are available in George Road for visitors.

Shenstone and District C.C.—The annual dance and prizegiving will be held on January 28, at the Crown and Cushion Hotel, Perry Barr, Birmingham. Tickets, price 10s 6d, can be obtained from the club secretary, W. A. Scott, 81, Lichfield Road, Shenstone, Staffordshire.

Eastwood and District M.C.—Competitors left Ripley Market Place on Sunday morning, January 3, to compete in the New Year Mapreading Trial for the Hemmington Memorial Trophy. The course covered 60 miles of Derbyshire dales and competitors were required to maintain an average speed of 24 miles per hour. Ten map-reference points had also to be visited. Provisional results are as follows:—

Hemmington Memorial Trophy: Les-Francis (N. B. Shupperston) 1st Class Awards: Vanguard (H. Pinkett), Austin A.70 (H. Shaw). Novices Award: Riley (G. H. Johnson).

The Eight Clubs.—The 1954 Silverstone Race Meeting will take place on Saturday, May 29, and regulations will be issued in March or early April. Club members will be sorry to hear that Barclay Inglis has resigned as honorary secretary, and correspondence in connection with the clubs should be addressed to R. P. N. Stark, 288, Oxford Road, Kidlington, Oxford. Mr. Inglis will, however, continue as club president.

P.S.M.C.—A Treasure Hunt will be run on February 7. Details and entry forms can be obtained from A. D. Heilbron, The Lodge, Lytrel Hall, Nutfield, Surrey.

At a recent supper dance the Annual Rally Challenge Cup was presented for the second year running to M. Ellis, who, during the last year, took over the duties of club secretary.

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MORRIS Oxford Saloon
(Choice of colour).
MORRIS Oxford Travellers Car.
RILEY 1½-litre Saloon.
ROVER "60" Saloon
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WOLSELEY 6/80 Saloon.
FORD Popular Saloon.

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1935 (Mar.) 31-litre BENTLEY saloon by Park Ward, black/blue leather, radio.....	£595
1952 (Oct.) 15 h.p. CITROEN saloon, black/red leather, 11,700 miles	£605
1953 (May) JAGUAR M.VII saloon, black/brown leather, heater, loose covers to front seats, 3,500 miles	£1,450
1952 (Sept.) MORRIS Oxford saloon, black/maroon leather, one owner, 12,500 miles	£550
1953 (Sept.) MORRIS Minor 2-door saloon, black/red upholstery, 1,100 miles...	£525
1952 (June) SINGER "1500" saloon, black/beige Vynide, loose covers, one owner, 11,300 miles	£525
1946 (April) STANDARD "8" 2-door saloon, black/blue upholstery	£225

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STANDARD Vanguard Phase II saloon, heater.	
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1953 (Oct.) ARMSTRONG SIDDELEY Sapphire saloon, 1,700 miles	£1,550
1952 JAGUAR Mark VII saloon, 18,000 miles.....	£1,175
1951 JAGUAR Mark V drophead coupe, radio, low mileage	£985
1951 JAGUAR Mark V coupe 22,000 miles	£895
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1949 JAGUAR Mark V 2½-litre saloon, 17,000 miles, origin-I condition	£725
1953 AUSTIN A90 Atlantic saloon, 10,000 miles, radio and heater	£785
1952 ALVIS 3-litre saloon, immaculate	£1,095
1951 RILEY 2½-litre sports 2/3-seater, two special occasional seats under hood suitable for children, one owner	£635
1950 DAIMLER 2½-litre saloon, extremely well maintained	£795
1950 ROVER 75 P4 saloon, 23,000 miles.....	£795
1949 TRIUMPH 2000 razor-edged saloon, very well maintained	£535

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CLUB NEWS continued

Aston Martin Owners' Club.—This season will mark the 21st anniversary of the creation of English Racing Automobiles by Humphrey Cook and Raymond Mays. The former who, it will be remembered, was a works driver of Aston Martin at Le Mans and a team driver of the E.R.A. *équipe*, has presented a trophy to commemorate this anniversary; the Aston Martin Owners' Club, very suitably, has accepted the trophy and the responsibility of running a suitable annual competition for racing cars built before 1939.

For the 1954 season it has been decided to run a race of 20 or 30 miles at each of the following meetings organized by the A.M.O.C. at Snetterton: April 24, July 24, September 11, the American Air Force meeting at Wethersfield on July 4 (Independence Day), and the W.E.C.C. meeting at Snetterton on July 5. Points will be cumulative throughout the

season on a basis of two per start, two per finish, and five for a first down to one for a fifth place. It has been agreed to provide financial assistance in all cases as well as cash prizes for each race in which a driver is placed.

East Anglian M.C.—The event held on January 3 in Chalkney Woods was called a Motocourse to distinguish it from an Autocross, which is a rough type of competitive motor sport. The very inclement weather did not in any way curb the enthusiasm of the competitors and the large number of spectators. The meeting was very muddy indeed and competitors found that certain sections of the course had to be treated with respect. Results were as follows:—

1, Gregory Special (C. O. Gregory); 2, Overton Special (J. O. Overton); 3, J. C. S. Special (J. C. Smith).

IN BRIEF

By issuing 1,800,000 ordinary shares of £1 each, Vauxhall Motors, Ltd. have increased their share capital from £5,300,000 to £7,100,000.

The 1953 output of the Canadian branch of the General Motors Corporation was more than 200,000 vehicles. An all-time record.

The Pyrene Company of Great Britain has purchased the entire share capital of the Pyrene Manufacturing Company of Canada, Ltd.

Mr. W. R. Shephard, a past president of the Motor Trades Association, died in Southampton on January 7. He was aged 74.

An interesting booklet entitled "Take Your Car to Norway" has been issued by the Bergen Line, 21-24, Cockspur Street, London, S.W.1, and is obtainable free on request.

The 57th annual general meeting of the shareholders of Rossleigh, Ltd., will be held in the Caledonian Hotel, Princes Street, Edinburgh, on Friday, February 5, at 12 noon.

The Studebaker Corporation of America is to establish a car factory in Osaka, Japan. Several other British and American manufacturers already own factories in Japanese territory.

For the twelve months ended September 30, 1953, the net profit of Blumel Brothers, Ltd. was £62,098 (£65,497 previously). A dividend of 17½ per cent for the year, less income tax, has been recommended.

Of the 16,344 new cars registered in South Africa during 1953, more than 50 per cent were British. Of the remainder, 3,711 were American, 1,028 Canadian, 1,708 German, 891 French and 397 Italian. Thirty-two of the cars were manufactured in Czechoslovakia.

A new driving school was opened by the Manchester branch of Rootes, Ltd. on January 13. During the opening ceremony, at the company's Deansgate showrooms, Mr. Barrie Campbell, the general manager, stressed the need for a high standard of driving. He felt that first-class instruction played a major part in the ultimate safety of all road users.

The International Motor Show Committee recently met in Geneva to discuss preparations for the 1954 Geneva Show, which will take place from March 11 to 21.

During his directorship of the Iraq Petroleum Company, Mr. Page took part in negotiations with the Iraqi Government which resulted in his company producing 27 million tons of oil in 1953 compared with 8½ million tons in 1951.

The German Tourist Information Bureau, 6, Vigo Street, London, W.1, receives periodical reports on snow conditions at the leading German winter sports resorts. Tourists are invited to apply for the latest information before leaving this country.

Tyre Products, Ltd., makers of Typrod rubber link mats for cars, have moved from Palace of Engineering, Wembley, to larger offices at 303, Harrow Road, Wembley, Middlesex (telephone Wembley 9555). The factory at Lydney, Gloucestershire, has been extended.

Two booklets on the replacement of door locks, on the Jaguar Mark VII saloon and on the Rover 75, have been published at 2s 6d each by Wilmot Breeden, Ltd., Amington Road, Birmingham, 25. These booklets are fully illustrated by sketches of all assemblies and adjustments.

In *The Autocar* January 8 issue, it was erroneously stated that Mr. Howard W. Page had been appointed to the board of the Esso Petroleum Co., Ltd. Mr. Page was, in fact, a director of Esso from 1949 to 1952. He has now been appointed to the board of directors of the Standard Oil Company (New Jersey).

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16824. 1935 29 h.p. Buick Saloon.
"R.S."—All possible information, instruction book or service manual.

No. 16825. Handbooks Required.

"A.W."—1937 Lanchester Ten.

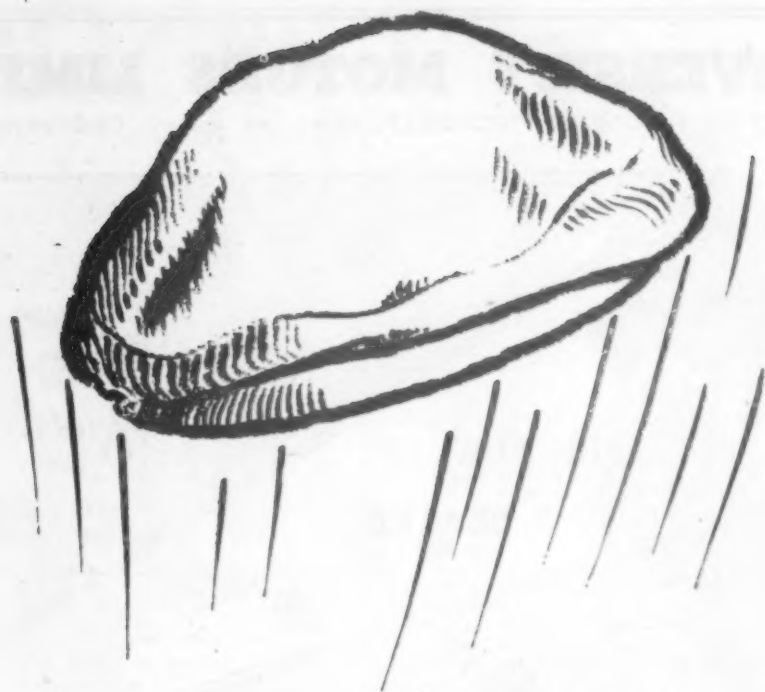
"F.R.R."—1937 25 h.p. Armstrong Siddeley.

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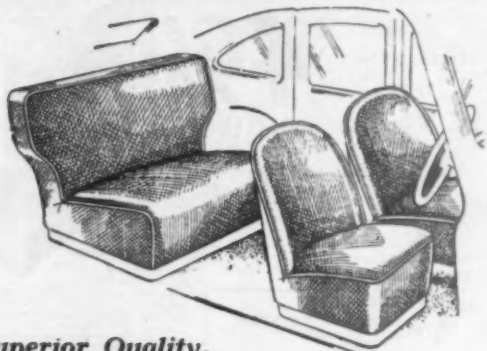
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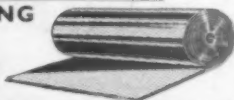
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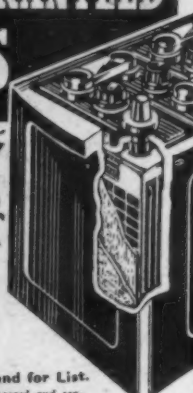
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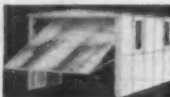
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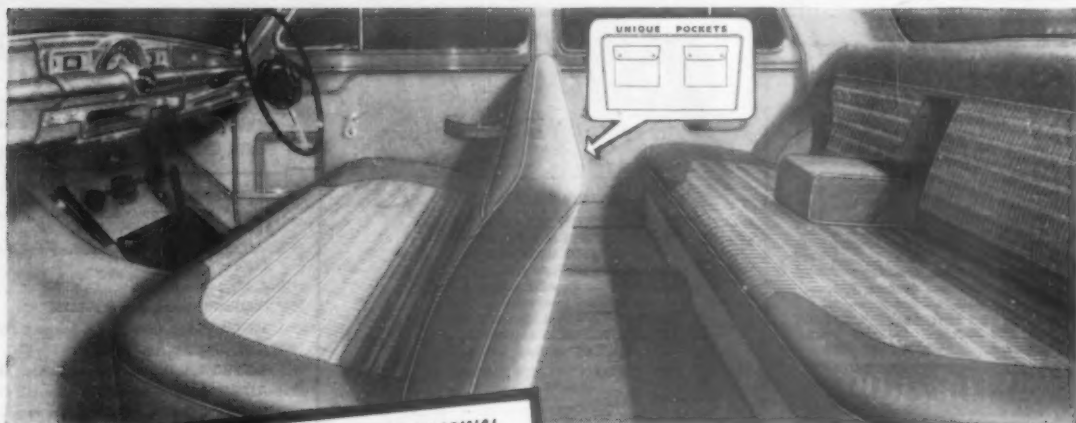
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SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

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ALLARD

CHARLES POLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—
1951 Allard sal., black, radio and heater, one owner, 20,000 miles, new tyres, excellent condition, guaranteed.

OFFICIAL retailers and repairers.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elnin Ave., W.8. Cunningham 5950. (C2010)

CAMDEN MOTORS for Allards.—P.1 saloon, 1953 model (Nov., 1952, delivery), very small mileage indeed and practically indistinguishable from brand new; £695.

CAMDEN MOTORS for Allards.—P.1 saloon, 1951, another one owner immaculate example, beautifully finished in grey with grey leather, built-in heater, Nuvay mats and seat covers; £495.

CAMDEN MOTORS for Allards.—Jan., 1950, special model drop head saloon, originally cost over £2,000, and built to special order, innumerable special features and extras, must be seen and tried to be appreciated. £445.

CAMDEN MOTORS for Allards.—1948 drop head fourseater coupe, fitted reconditioned engine and new tyres, very sound order throughout, Marchall passalights, telecontrol shock absorbers; £385.

CAMDEN MOTORS for Allards, Leighton Buzzard, Beds. Tel. 5041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

495 ens.—Allard, 1951, sports saloon, birch grey, leather, heater, one owner, carefully used, exceptional condition, cost £1,650; terms, exchange.—Rowland Smith, below

365 ens.—Allard, September 1948, sports 4-seater, tonneau cover, good tyres, excellent condition; terms, exchange; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

DROP head fourseater Allard, 1950, 24,000 miles, changed engine with Ardun heads, spotless condition; £435; exchange considered.—45, Shirehall Park, N.W.4, Hendon 1648. (S549)

£366!! Allard special sports 2-seater, modified bodywork similar to 1952 model, spotless condition, irreplaceable value; 3 months' guarantee; hire purchase, exchange.

LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Underground.)

£750 o.n.o.—1953 P.1 saloon, blue with blue hide, screen washers, Ace Rimbellishers, heater, low mileage, H.P., exchange.—37, Bury Old Rd., Prestwich (2152), Manchester. (S590)

1954 model Allard Palm Beach 3-seater, Zephyr 4 engine, Salisbury 4.1 ratio rear axle, colour black with red hide upholstery and red wheels, Lucas twin road and fog lamps, total mileage under 1,000, still running in, first registered 18.11.55, licensed to December; £990.—Frew & Co., Ltd., 14, Princes St., Perth. (S684)

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewold Broadway, N.W.2. Tel. Gladstone 6305. (W2040)

J2 or **K2** wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

REQUIRED, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

RICHARDS & CARR the best Allard buyers.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W9045)

BARTLETT will pay more for good Allards.—27a, Pembroke Villas, W.11. Baywater 0523. (W1013)

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. 8841. (W3041)

ALVIS

L. F. WARD, Ltd.

1940 4.3 Alvis Charlesworth saloon, very attractive car.

L. F. WARD, Ltd., Orange Road Garage, Orange Rd., Thornton Heath, Tel. Thornton Heath 3547. London office, Mayfair 0146. (C2043)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

GE

1940 (February) Speed 25 Alvis close-coupled 2-door 4-seater sports tourer, fitted outstandingly superb special coachbuilt body of most modern sweeping lines, incorporating spacious luggage compartment in the tail, together with totally disappearing hood, near-new all-weather equipment, plus all-over zip tonneau, finished magnificent crimson cellulose, spotless chromium, best quality chestnut leather upholstery, equipped knock-on racing wheels, remote-control gearbox, March 261-power headlights, built-in sidelights, twin tonemors, adjustable quarter-light wind-deflectors, 100 m.p.h. speedometer, revolution counter, comprehensive instruments, quick-release filler, etc., exceptional mechanical order, Scintilla Vertes magneto, triple S.U.S. Fram oil-filter, dual exhaust exhausts, etc.; this car really is something, must be seen to be appreciated; £350. Written guarantee, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. (C2000)

1952 Alvis 3-litre saloon, radio, heater; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1059)

GATEHOUSE offer:—

1938 Alvis 12/70 saloon, black, immaculate; £365.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp sports 2-seater, very attractive streamlined car, £495.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

BONALACK & SONS offer for sale:—

ALVIS 25, 1939, first reg. 1940, newly cellulosed, black; £265.—BONALACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7. Tel. Croydon 346. (S563)

GUY SALMON AUTOMOBILES offer:—

1952 Alvis 3-litre saloon, black, beige leather, immaculate; £1,095.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

BROOKLANDS: Alvis London distributors.

1953 Alvis 3-litre sports 2-seater, 600 miles.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950.

1948 Alvis 14hp Tickford d.h. coupe.

ABOVE cars guaranteed, from £950.

DEFERRED terms. Confidence, Solidity, Security.

103, New Bond St., London, W.1. Mayfair 6351-6. (C1068)

1952 3-litre Alvis sal., black, 1 owner, except, cond.

1951 model 3-litre Alvis Tickford coupe, maroon, radio, heater, 25,000 miles. (C4029)

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C4029)

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars". (C3041-R)

1939 model Alvis saloon, excellent condition, fitted heater; £198.—Stamford Hill 2232 or 0464. (S575)

1937 Alvis 25hp 4-door saloon, really superlative condition; £275.—Autowork, Ltd., Winchester, Tel. 4534. (C1063)

1952 Alvis 3-litre saloon, maroon, radio and other extras; £1,150.—Jax Garage, Peel Rd., Wealdstone, Harrow, 0260. (C1063)

1939 Alvis 20 sportsman's saloon, guaranteed; £245, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6831. (C3029)

1952 Alvis 3-litre sports tourer, one owner, 10,000 car miles, driven miles, immaculate condition; £1,000 under list price at £975. (S583)

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (3 lines). (S564)

ALVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 16,000 miles; £975.—Campbell Symonds, Arnold 2246. (C1037)

1937 Alvis Silver Crest, new tyres, battery, engine completely overhauled, resprayed, sound reliable quality car; £155.—Wagstaff, Glasgow, Caernarvon. (S542)

1950 Alvis 14 saloon, black, fawn leather, heater, 28,500 miles, splendid condition.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7986. (S540)

FOURTEEN sports 2-seater, Oct. 50, one owner, low mileage, Alvis maintained, black red leather, radio, heater; £595.—John Ching, Launton, Bicester, Oxon. Tel. Bicester 259. (S578)

1951 (Nov.) Alvis 3-litre saloon, black, fawn leather, 1952 modifications, 24,000 miles only, particularly fine order.—Ingils Automobiles, Ltd., 64/78, Pitt St., Edinburgh, 3. Tel. 26287. (S541)

£675—1949 Alvis 14, fitted special sedan-type 5-seater coupe, this vehicle is genuinely in as new condition and the finest example we have had; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C3052)

1951 Alvis 3-litre sports saloon, 1 owner, unmarked, radio and heater, guaranteed; £975.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kin. 2241. (C4053)

1949 Alvis T.A.14 sports saloon, in particularly fine condition, guaranteed; £675.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kin. 2241. (C4053)

1953 (August) Alvis 3-litre saloon, finished in black and ice blue with blue leather upholstery, 3,500 miles, indistinguishable from new; £1,435.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. (S565)

Alvis Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube), N.W.5. Ham. 6041. (W4016-R)

B. J. HUNTER, Ltd.

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

PRE-WAR Alvis required; must be good condition.—Booth, 4, Fishergate, Preston, Lancs. (S731)

PERFORMANCE CARS urgently require Alvis 3.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores; Barnsley Road off Elgin Ave. W.9. Tel. Cunningham 5936-7-8. (S0590/R)

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 888, Finchley Rd., London, N.W.4. Tel. Speedwell 6762-3-4. Grams, Alviscar, Gold, London.

ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 3501. Grams: Alvis, Coventry. (S0531/R)

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsley Road, off Elgin Ave. W.9. Tel. Cunningham 5936-7-8. (S0591/R)

MANCHESTER—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (S0653/R)

LANCASHIRE and Cheshire sales services and spares specialists.—Partners (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). (S0589/R)

AMERICAN CARS

SIMPSON'S offer:—

1951 Chrysler sedan, 4-door, heater, green, 11,000 miles.

1947 Ford 4-door saloon, 4-door, heater, black, moderate mileage.

1949-50 Pontiac 2-door, radio, heater, windscreen washers, champagne pink, moderate mileage.

1951 Nash sedan 4-door, radio, heater, extras, brown/gold, low mileage.

1951-2 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000 miles.

1947-8 Cadillac convertible 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

1949-50 Chrysler New Yorker 4-door, radio, heater, all extras, black, 23,000 miles.

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

1951 Oldsmobile 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1949 Oldsmobile sedan 4-door, radio, heater, Hydramatic, grey, moderate mileage.

1947 Oldsmobile 4-door, green, moderate mileage.

1949-50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. (C4015)

CAMDEN MOTORS offer:—

1949 Buick Special 8 4-door saloon, right-hand drive series 40.

1948 Buick Super 8 4-door saloon, right-hand drive series 50, also a similar series Super 8, 1949 model.

1945 Buick Special right-hand-drive 8-seater limousine, electric division, all extras.

1952 Chrysler Windsor right-hand-drive 6-seater saloon, 9,000 miles, absolutely as new.

1948 Hudson Commodore Six, right-hand-drive (30hp) 4-door saloon with overdrive.

1948 Packard Super 8 4-door saloon with overdrive, right-hand-drive, all extras.

1947 Packard Clipper right-hand-drive, choice of two models, one 4-door, one 2-door, both with overdrive.

1950 Studebaker Champion right-hand-drive drop head coupe, 5-6-seater, in leather with overdrive and all extras, electric hood, etc.

ALSO a full comprehensive range of pre-war American saloons, drop heads and limousines; call, write or phone—Camden Motors, Leighton Buzzard, Beds. Tel. 5041 (5 lines). (C1055)

METCALFE & MUNDY, Ltd.

1951 Cadillac 60 Special.

1951 Buick saloon, right-hand drive.

1949 Cadillac convertible.

1948-9 Cadillac saloon.

1947 Pontiac convertible all extras.

1947 Chevrolet convertible, bargain.

1939 Cadillac saloon.

280, Old Brompton Rd., S.W.5. Fremantle 5471. (S0624)

NEW Oldsmobile Super 88 saloon, blue, hydramatic drive, heater, radio, etc., immediate delivery; £2,440/16 6 ex works.—Ingils Automobiles, Ltd., 64/78, Pitt St., Edinburgh, 3. Tel. 26287. (S546)

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15/14, Upper St. Martin's Lane, Ad. Leicester Sq. Tube Stn. W.C.2. Temple Bar 3568. (C1027)

495 ens.—Plymouth, 1547 25hp Special de luxe saloon, leather, r.h.d., column gear change, one owner, excellent condition terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

AMERICAN CARS

1947 Oldsmobile 4-door saloon, Hydramatic drive (no clutch, no manual gear changing); radio, heater, good tyres, nylon loose covers; £495, or small car in part exchange.—Landon, 103, Princes Park, N.W.11. Spe. 3139 or Tel. 1878. (S662)

American Cars Wanted

ATTENTION!!!

SIMPSON'S, The American Car Buyers, require a: American cars.—Wembley 8691/3903. 345, High Rd., Wembley. (W4015 R)

POST-WAR American cars wanted.

REG TIMMS (MOTORS), Ltd., 17-18 High St., Toddington, Beds. Tel. 51. (W4064)

A MERICAN car wanted for cash.—Tel. Valentine 4674 after 6 p.m. (W2018)

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4854. (W4028)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Ad. Leicester Sq. Tube Stn. W.C.2. Temple Bar 3568. (W1027)

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Whitley 6-light saloon, pres-selector gears, radio, grey; £225; one week's free trial, guaranteed; deferred terms available. (184-188, Oct. Portland St., W.1. Museum 1001. (C3039)

C 1952 Armstrong Siddeley Lancaster saloon, heater; Grosvener 4454. (C1059)

ARMSTRONG Hurricane drop head coupe, black, brown leather, 30,000 miles odd, one owner, immaculate.

280, Old Brompton Rd., S.W.5. Fremantle 5471. (S0624)

TOM GARNER, Ltd., offer:—

1953 Armstrong Siddeley 2.5-litre (6-light) Whitley saloon, grey with blue leather, heater, radio, 6,000 miles only; £1,095.

T Blackfriars 3263-6-7. (C2020)

GUY SALMON AUTOMOBILES offer:—

1953 (Oct.) Armstrong Siddeley Sapphire saloon, 1,700 miles, Langham grey/green leather, synchromesh gear box, Ace Rimbellishers, quite as new; £1,550.—Portsmouth Rd., Thames Ditton. Esherbrook 5551-2-3. (C1063)

CASS'S MOTOR MART—Armstrong 17 limousine, black, 46,000 miles, chauffeur maintained; £275. (November) Armstrong Hurricane coupe, blue, genuine 1100 miles; £265, written guarantee.—5, Warren St., W.1. Euston 3523. (C1040)

1952 Armstrong Siddeley Whitley saloon, one owner, fitted radio, genuine small mileage; £865.

RIPCO, Ltd. (Armstrongs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (S062)

1951 (late) Armstrong Siddeley Whitley saloon, dual gear, in impeccable condition, fitted radio, heater, loose covers, price £750. (S062)

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (3 lines). (S564)

1952 (July) Whitley saloon, grey, one owner, excellent condition; £650.—Walton-on-Thames Motor Co., Bridge St., Walton-on-Thames. (S661)

C AMDEN MOTORS for Armstrong Siddeleys.—Typhoon sports saloon, 1948, excellent specimen, leather upholstery, tailored seat covers, heater; £495.

CAMDEN MOTORS for Armstrong Siddeleys.—Hurricane drophead four-seater coupe, 1948, a one-owner car in very outstanding mechanical order; body now being reconditioned in our workshops, unrepeatable at £350.

CAMDEN MOTORS for Armstrong Siddeleys.—Hurricane drop head coupe, March, 1951, with built-in radio and heater, screenwash, etc., one previous owner; £625.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley 14hp 4-light saloon, 1952, all extras, maintained by maker's London service department, superb order; £795.

CAMDEN MOTORS for Armstrong Siddeleys.—Leigh-on Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

1939 Armstrong Siddeley 25 saloon with division, positively immaculate, ideal hire; £150/11. A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

SAPPHIRE Sept. '53, mileage 3,800, twin carbs and electric box; £1,500; sale due to death of owner. Aitchison, 1, Moorfield, Jesmond, Newcastle-on-Tyne. (S589)

CAMDEN MOTORS for limousines; the largest selection in the country, over 60 in stock, including many Armstrong Siddeleys.—See under "Limousine" classified. (C1035/1)

495 ens.—Armstrong Siddeley, October 1950, 14hp Hurricane drop head coupe, leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

495 ens.—Armstrong Siddeley, 1948, Lancaster 4-door saloon, sliding head, leather, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

365 ens.—Armstrong Siddeley, 1947, Hurricane drop head coupe, leather, manual gear change, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1953 Armstrong Siddeley Sapphire 6-light saloon, 2,500 miles, synchromesh, heater; £1,595.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. (C3066)

£395—Armstrong Hurricane coupe (Oct., 1946), grey with grey leather, very well maintained.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 3404). (C4022)

1953 Sapphire, dual green, twin carburetors, radio, 6,000 miles, indistinguishable from new; £1,595.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0871-2. (C3040)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1948 Armstrong Siddeley Typhoon saloon in (awn, excellent condition; £425.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (C5024)

1951 (November) Armstrong Siddeley Lancaster 4-door de luxe saloon, fitted good quality loose cover, one owner, black, exceptional condition throughout; £575.—Jacobsen Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

ARMSTRONG SIDDELEY 25hp owner-driver sports saloon, late 1953, genuine mileage 55,000, chauffeur maintained, virtually brand new, to close an estate; £275 or near offer invited; photograph available.—Tel. Birmingham South 5015. (C5059)

1947 leather, very carefully used and regularly serviced, immaculate condition throughout; £435.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Middx. Wavlow 1691 and 4038. (C5058)

1953 finished in Corinthian green, interior to match, synchronous rear box, twin carburetors, in superb condition; only £1,485.—Allens of Bristol, Berkeley Sq., Bristol, 8. Tel. No. 22514. (C5073)

ROYS offer: £65 deposit; Armstrong 17 saloon, 1957, A which should pass any A.A. or R.A.C. examination, can say more, cash; £195, terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 3694. (C5056)

TANKARD & SMITH, Ltd. offer 1951 Armstrong Siddeley Hurricane coupe, black/brown leather, beige plastic head, heater, immaculate condition throughout; £595; 3 months' written guarantee.—198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. (C4055)

1952 Armstrong Lancaster, one owner, 12,000 miles, radio, heater, etc., finished grey, maintained by makers, perfect throughout; £745; trade and part exchange enquiries invited.—G. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C5016)

1949 Armstrong Siddeley Lancaster saloon, black, brown leather, self-charging gear box with traffic clutch, heater, screen washers, fog lights, director's car, cost £1,200, R.A.C. inspection invited; £495.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (C5058)

£444!!! For the particular motorist! Specimen condition 1947 Armstrong Hurricane coupe, this vehicle has been meticulously maintained all its life, hardly driven more than 30 miles an hour and is the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.—H. 5601. (C5058)

LAMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C5052)

XXX Particularly attractive 1952 (March) Armstrong Siddeley Whitley saloon, dark blue with blue leather and loose covers, heater, a really immaculate one-owner car, recommended with confidence, written guarantee; £485, terms, exchanges.—H. Edwards & Co., Ltd., 200, Great Portland St., London, W.1. Tel. Langham 0012. (C5005)

LIMOUSINES, selection 1951/18hp, partition, forward seats, leather also cloth, low mileage, privately owned, meticulously maintained, black, £385, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong-Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SAPPHIRE 1953, manufactured by manufacturer, small mileage—7-8, Manor Chare, Newcastle-on-Tyne. Tel. 27003/6202. (C5050)

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 3000. Seven Sisters Rd., Tottenham, N.15. (C1013/R)

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars—184-186, Gt. Portland St., W.1. Museum 1001. (C1035/R)

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951 22-cash waiting, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

CHARLES POLLETT, Ltd., official Armstrong Siddeley agents; 18, Berkeley Sq., W.1. Museum 6200. Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (W2006)

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.
ARMSTRONG SIDDELEY owners, complete overhaul service, 48 hours' exchange engine service; prompt guaranteed work by specialists.
PRESLECTOR gear boxes; exchanges, reconditioning, L—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 730. (C644/R)

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 6216-7. (C1002/R)

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). (W760/R)

ASTON MARTIN

BROOKLANDS: Aston Martin Sole Distributors.
1954 models available; show and demonstration.
1953 Aston Martin D.B.2 saloon, 6,000 miles.
1952 Aston Martin D.B.2 saloon, immaculate.
The above are guaranteed.

BUY or sell your car with confidence.
103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

1938 Aston Martin 2-litre 15/98 2-4-seater, short chassis in B.R.G., full weather equipment; offers around £300.—Tel. Crevin 467. (S759)

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. (C1017/R)

BARTLETT will pay more for good Aston Martin, 27a, Pembroke Villas, W.11. Bayswater 0232. (W1013)

CHARLES POLLETT, Ltd., official Rolls-Royce & Bentley repairers and retailers; 18, Berkeley St., W.1. Mayfair 6266. Service, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (W2006)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.
ASTON MARTIN main dealers
SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor, Tel. Windsor 2002-3. (C1018/R)

AUSTIN SEVEN

1938 model Austin 7 4-door saloon, black with blue leather; £175.—31, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C1052)

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

CAR MART, Ltd.
LONDON Distributors.
1953 Austin A30 saloon, heater; £465.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

H. A. SAUNDERS, Ltd.
1953 A30 4-door saloon, fawn/fawn leather, negligible mileage, one owner, as new; £465.—H. A. SAUNDERS, Ltd., offer:— (C5040)

1953 Austin A30 4-door saloon, black with red upholstery, heater, recorded mileage 3,000 miles; £475.—H. A. SAUNDERS, Ltd., offer:— (C5040)

836—842, High Rd., N.12. Hillside 5272 (8 lines).
MEBES & MEBES, Ltd. (Est. 1893), offer:— (C2027)

1953 (Feb.) Austin A30 4-door saloon, grey with upholstery to match, heater, 6,000 miles, unspratched, supplied and serviced by us since new; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C5012)

£450—Austin A30 4-door saloon, fitted heater, underserved, 5,000 miles guaranteed, as brand new in every respect.—Northern Motors of Harrow, 185-194, Pinner Rd., Harrow 4444. (C5025)

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

1946 Austin 8hp saloon, one owner; £285.—Vandervell 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

AUSTIN 8 tourer, first registered 1946, reconditioned engine, clutch, gear box, electrical equipment, resprayed; £275.—Box 2963. (S709)

1946 Austin 8 4-door saloon, radio, excellent condition throughout, guaranteed; £325.—Kings Motors, 1, High St., Hounslow 3552. (C2049)

BRUTONS, Ltd., Austin 8 1940 2-door saloon, black, good condition; £225.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0542. (C1026)

1947 Austin 8 4-door saloon, excellent condition throughout; £325.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1947 Austin 8 4-door sun saloon, black/brown leather, excellent condition; £325.—Northways Garage Swiss Cottage, N.W.3. Primrose 1127. (C2026)

325 eng.—Austin 8, 1947, saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Eight Cars Wanted

AUSTIN 8 1946-47 wanted, in faultless condition; no dealers.—65, Highbury Park, N.5. Can. 1650. (S328)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

CAR MART, Ltd.
LONDON Distributors.
1942 Austin 10hp saloon; £325.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

AUTO SALES (LONDON), Ltd., offer:—
1946 Austin 10 saloon, specimen condition throughout; £335.—Auto Sales (London), Ltd. Belzard Rd., N.W.6. Maida Vale 5555. (S769)

1946 series sunroof saloon, black, excellent condition; £290.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

BRUTONS, Ltd.—Austin 10 1946 saloon, black, tyres as new; £325.
BRUTONS, Ltd.—Austin 10 1956 saloon, green, good condition, taxed; £135.
BRUTONS, Ltd.—Austin 10 1947 saloon, black, excellent condition; £345.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0542. (C1026)

£356—Austin 10 1947 4-door saloon, an exceptionally clean car throughout looks hardly used, one owner, choice 2, many others.
BRUTONS, Ltd., 1, Clarendon Rd., Holland Park, London, W.11. Park 5056-7. (50 yds. Holland Park Tube.) Exchange, H.P. (C1017)

AUSTIN TEN

£365—Austin 10 saloon, 1947, black, brown leather upholstery, splendid condition throughout.
FERRARIS of CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. (C2009)

265 eng.—Austin 10, 1940 type, saloon, sliding head, leather, rebored, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

175 eng.—Austin 10, 1937, Cambridge saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1947 Austin 10 saloon, excellent condition, two careful owners recent rebore; £350.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

£345—1947 Austin 10, one owner, recent engine, black, brown leather, perfect example.—Elm don 4225. (C5058)

£225—1939 Austin 10 excellent condition, really fine car, choice of two.—G.P. (Baiham), Ltd., Tube, Bait, 1107-8-9. (C5058)

1941 Austin 10 de luxe saloon, £225; also 1956 Austin 10 2-seat dicky, original condition, £135; exchanges, terms.—Palmer, 55, York St., Twickenham, Popesgrove 1850/7087. (C5054)

AUSTIN 10, 1940, appearance as 1948, in exceptional fine condition, completely overhauled mechanically and resprayed in our own workshops; £285; terms and exchanges.—Oscar Moore, 204, Balldars Lane, Finchley 2820. (C5058)

1939 Austin 10hp saloon, very good order, new engine fitted last year, £225 or £75 deposit and balance over 18 months; exchanges; insurance, 50 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7373. (195 bus from Stockwell Tube Station passes the door.) (S528)

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned Austin 10—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2769. (W2037)

AUSTIN A40

ALWAYS
AUSTIN A40s. A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd. 25, East Hill, Clapham Junction, S.W.11. Bait 2252. (C5022)

CAR MART, Ltd.
LONDON Distributors.
1953 (Nov.) Austin A40 Somerset saloon, heater; £575.
1953 Austin A40 drop head coupe, heater; £665.
1952 Austin A40 Somerset saloon, heater; £545.

1950 Austin A40 Devon saloon, heater; £515.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

BOON & PORTER, Ltd.
ALWAYS have selected models available.
CASTELNAU, S.W.13 (by Hammersmith Bridge), Riverside 4444. Turn to page 37. (C1022)

H. A. SAUNDERS, Ltd., offer:—
1951 Austin A40 saloon, green with brown upholstery, heater, recorded mileage 23,500 miles; £535.

1951 Austin A40 Countryman, green with brown upholstery, heater, steering column gear change; £545.

836—842, High Rd., N.12. Hillside 5272 (8 lines).
GLANFIELD LAWRENCE offer:— (C2027)

1952 Austin A40 saloon, one owner, 15,000 miles, Balmoral blue, leather/heater, unmarked and as new throughout; £595.—407, High Rd., N.12. Finchley 9091. (C2053)

H. A. SAUNDERS, Ltd., of Worcester.
1953 Austin A40 Somerset saloon, black with beige leather, heater and sliding roof, 8,000 miles only; £595.

AUSTIN House, Castle St., Worcester, Tel. 2368. (C4005)

1953 A40 coupe, blue, heater, 6,300 miles; £635.
1953 (Oct. 12th) sun saloon, H.M.V. radio, heater, overriders, grey/blue leather, taxed quarter, mileage 2,337; £647.

1952 (Sept.) Somerset saloon, one owner, nominal mileage, immaculate; £590; choice of three.
1949 Series Dorset saloon, nominal mileage, one owner, immaculate; £425.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1951 (Oct.) Austin A40 saloon G83 model, black, heater, £495.—Below.
1949 (Sept.) Austin A40 saloon, green, heater, radio, £395.—Below.

1951 (May) Austin A40 pickup with tilt, 15,000 miles; £500.
JAX GARAGE, Peel I. L., Wealdstone, Harrow 0280. (S723)

1949 Austin A40 sal., black/fawn, radio, heater, 1 owner, 21,000 miles, ex. cond.; £450.
TICKFORD, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3358. (C4003)

1952 (September) Austin Somerset saloon, heater, immaculate; £565.—Carris Motors, Ltd., Les Green 8985. (S605)

1949 Austin A40, recent new engine; £425.—Smith & Hunter, 576, Kensington High St. W.14. Western 2312. (C4018)

DEC. 52, grey Somerset sun saloon, heater, one owner, immaculate; £625.—Palfrey, Fulston, Louth, Lincs. Fulston 257. (S753)

£595—1953 Austin A40 Somerset saloon.—Leicester 107-8. Old Bromston Rd., South Kensington S.W.7. Kensington 2477. (C2055)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1949 A40 choice of two, one fawn, one blue; £235. Hillingdon. Tel. Uxbridge 412. (C2062)

1953 (October) Somerset saloon, grey with red leather, heater, 2,000 miles only, as brand new; £650.—Campbell Symonds, Wembley 6262. (C1037)

1953 A40 Somerset, colour grey, heater, immaculate condition throughout.—H. C. Paul, Ltd., 39, Bruton Place W.1. Mayfair 0821-2. (C3040)

1949 A40 saloon, heater, exceptional condition; £425 o.n.o.—Carter & Viner, Cooden Sea Rd., Bexhill. Tel. Cooder 143. (S560)

1951 A40 sun saloon, black, one owner, 15,000 miles, heater; £535.—L. F. Dove & Co., Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)

1953 Austin A40 Somerset, mileage 3,000, licensed 1954, as brand new; £635.—Bruce Fraser, 8a, Cromwell Mews, South Kensington. Fla. 0513. (C2014)

1952 A40 sports, new condition, radio and heater; £595, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

1950 A40, one owner, excellent condition; £435; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2032)

J. DAVY, Ltd., offer A40 Countryman, 1951, one owner, heater; £545.—180-4, Kensington High St. (Wes. 9641); and 215, Brompton Rd., S.W.3. (C1068)

1953 Austin A40 Somerset sun saloon, grey, heater, 13,000 miles, one owner, immaculate; £595.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2861-2. (C3067)

£450—1949 Austin A40 4-door sun roof, heater, beige, beige leather; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (C1029)

1952 Austin A40, as new, with body fitted for estate car, folding seats, small mileage, one private owner, H.M.V. radio; offers over £450.—Wright Box, 2953. (S703)

1952 Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £570; also similar car, 11,000 miles; £585.—Vandervells, 215, Havestock Hill, N.W.3. Primrose 4441. (C4037)

1952 Austin A40 Somerset saloon, green with brown interior, fitted heater, 17,000 miles, loose covers, £555.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073)

1951 Austin A40 saloon, sliding head, black, heater, low mileage, one owner, meticulously maintained; £525.—Steele Griffiths, London, S.E.5. Brixton 7354. Rodney 2201-6. (S533)

A40 Countryman, 1951, beige with brown interior, coachwork and interior unmarked; £575, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2051/1)

1953 Austin Somerset fitted heater and loose covers, an immaculate car throughout; £645.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1950 A40 Devon 4-door saloon, recently overhauled, excellent condition, guaranteed; £450, exchanges terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3034)

RICHIE SIMONS & Co., Ltd.—1951 (Sept.) Austin A40 saloon, fitted heater, colour green, brown hide upholstery, nominal mileage, one owner only; £515.—94, Gt. Portland St., W.1. Langham 2861-2. (C4013)

1952-3 Austin A40 Somerset 4-door sun saloon, in seal grey, hide interior, heater, taxed, low mileage, as new; £595; consider part exchange £14. Omsion Gdn. Worthing, Swandean 949. (C4027)

575 gns.—Austin A40 sports, September, 1952, convertible coupe, Romney blue, leather, heater, exceptional condition, cost over £900; terms, exchanges.—Rowland Smith, below. (S567)

575 gns.—Austin A40, October, 1952, Somerset saloon, Romney blue, leather, heater, one careful owner, 8,900 miles; terms, exchanges.—Rowland Smith, below. (S567)

545 gns.—Austin A40, November 1951, G.S.3 Devon 4-door saloon, steering column gear change, heater, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below. (S567)

445 gns.—Austin A40, 1951, Devon saloon, leather, heater, one owner, very good condition; choice of eight A40s, terms, exchanges; list open Saturdays and Sundays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

2000 miles only.—1953 Austin Somerset saloon; £635.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad). Leicester Sq. Tube stn., W.C.2. Temple Bar 3568. (C1027)

£495!!!—1951 series Austin A40 de luxe saloon, late owner enthusiast and maintained this vehicle perfectly; also choice 1950 and 1952 models; 3 months' guarantee; hire purchase, exchanges. LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

A40 saloon, September, 1949, 35,000 miles, excellent condition; £425 or £142 deposit and 18 monthly payments; exchanges.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. (S533)

1951 November Austin A40 saloon, steering wheel change, immaculate condition throughout, fitted heater; £495.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Middx. Wastow 1891 and 4001. (S502)

1953 Austin A40 saloon, black, heater, over-riders, leather upholstery, sun roof, moderate mileage, spare tyre unused, present list price £687; our price £610.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (S564)

1950 A40 Devon saloon, grey, blue leather, radio, heater, sun roof, moderate mileage, immaculate, late throughout; accept £435.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Tel. Speedwell 9673. (S502)

1952 Austin A40 Somerset saloon, one owner, 16,000 miles, fitted heater, chauffeur driven and beautifully kept; £565.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8669. (C2019)

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner finished dark green, heater, spotlamp, tailored covers, taxed December; £550; trade enquiries welcome.—Motors, London, Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (C3018)

AUSTIN A40

AUSTIN A40 Devon, 51/52, green with brown upholstery, excellent mechanical order and immaculate appearance, new tyres fitted, a most attractive car; £525; car, motor cycle or combination in part exchange; easy terms.—Copes, 481-487, Hagley Rd., B'ham, 17, Bearwood 2246. Open 9 a.m. to 7 p.m. daily. (S610)

Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. (1957/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned A40—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W3037)

WHY accept less for your Austin A40 saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

FULL value paid for A40 or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

A40 pick-up, 1952 or later, sound, reasonable price.—Davies Bros., Horse Shoe Garage, Uckington, nr. Shrewsbury. (S587)

AUSTIN TWELVE

GATEHOUSE offer:—

1947 Austin 12 saloon, black, excellent condition; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1939 Austin 12, black, brown leather; £195. COOMBS & SONS (GUILDFORD), Ltd., Portsmouth. (C1057)

1946 Austin 12 sal., blue, ex. cond., 30,000 miles; £350. TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3333. (C4029)

1946 Austin 12 saloon; £325, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4038)

1934 Austin Heavy 12/4 saloon, one owner, superb condition; £395, payments.—Oldfield, 386, Kensington High St. W.14. Wes. 6631. (C3029)

1946 (November) Austin 12 saloon, one-owner car, engine overhauled, completely reconditioned, first-class condition throughout; £395.—Hollands Motor Co., Ltd., Richmond, Surrey. Tel. 4014. (C2038)

AUSTIN 12, 1940, appearance as 1948, one owner, mechanically excellent and repainted in our own workshops; £285; terms and exchanges.—Oscar Moore, 204, Ballard Lane, N.3. Finchley 2920. (S587)

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN SIXTEEN

ANDOVER MOTOR CO., Ltd., offers:—

1948 Austin 16 saloon in Royal blue with brown leather upholstery, radio and heater and other extras, in superb condition; £585.—Andover, Hants. Tel. 3405. Open week-ends (Sundays inspection only). (C1043)

1948 Austin 16 de luxe saloon, heater, one owner, excellent condition; £375. REYNOLDS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. (4096)

FUNERAL Trade Hearses Austin 16hp brand new, early delivery illustrated brochures, write L.F. AND SAUNDERS (COACHBUILDERS), Ltd. A Head Office Hearses Enquiries, Station Approach, New Gardens, Richmond 1161. (S524)

1947 Austin 16, one owner since new, low mileage, £385.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1948 (Oct.) Austin 16hp, black, immaculate, heater, low mileage; £375.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

AUSTIN 16 1948 de luxe saloon, in immaculate condition, £395 or £40 deposit; exchanges considered; Raiton, 12, Bannister St., Lytham, Lancs. Tel. 7053. (S786)

1949 Austin 16hp saloon, dark blue, brown upholstery, one owner, new engine 1,000 miles use only, heater, wireless, generally in excellent condition; £435. RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. (S600)

1949 Austin 16 saloon, black, brown leather, carefully used by director only, recent complete overhaul, invoices available; £440.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (S567)

295 gns.—Austin 16, 1946, saloon, leather, radio, heater, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

HIRECAR, partitioned 1950 Limousine, 7-forward, leather, carefully maintained, certified mechanically, reasonable cost. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HIRECAR Limousines urgently required, cash waiting, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

AUSTIN A70 & A80

ALWAYS AUSTIN A70s. A selection with a written guarantee and free after sales service at AYLOE & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

NEWHAMS, Ltd. 1952 Austin A70 Hereford saloon, black, excellent condition; £675.—9, Hammersmith Rd., London W.6. Riverside 4646. (C3024)

AUSTIN A70 & A80

CAR MART, Ltd., LONDON Distributors.

1952 Austin A90 Atlantic saloon, radio, heater; £565.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3080)

1950 Austin A90 power-operated convertible, radio, heater, one owner; £495; any trial or examination. GUY SALMON AUTOMOBILES offer:—

1953 Austin A90 Atlantic saloon, blue/blue leather, 10,000 miles, excellent condition, taxed year; £785.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A70 Hereford saloon, fitted heater, radio, perfect condition; £675. 1949 A70 Hampshire saloon, bargain price £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C2034)

DAGENHAM MOTORS, Ltd., offer the following car:

1952 Austin A90, black, radio and heater, 20,000 miles. Park Lane, W.1 (Hyde Park 4566); 374, Ealing Rd., Alperton, Middx (Perivale 3388); and 6, 8 and 12, Sargey Rd., Catford, S.E.6 (Hither Green 4242). (C140)

1951 Austin A90 saloon, black, red leather, small mileage, one owner; £615; also (October) A90 saloon, blue, 15,000 miles, one owner, radio, heater; choice of two from £695. RIPOCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

1953 Austin A70 saloon, black with brown leather, 11,000 miles, excellent condition, taxed year; £695. L. F. DOVE, Ltd., Guildford Rd., Woking, Tel. 1282. (C1078)

1952 Austin A70 saloon, fawn with brown leather, radio and heater, one owner, an immaculate car; £635. G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. (C2025)

1953 (June) A70 Hereford, black/brown, 5,000 miles, as new; £695.—Dobsons, Ltd. (Austin Agents), Staines 801. (C1074)

1952 Austin A70 Hereford saloon, genuine 15,000 miles only, fitted heater; £625 o.n.o.—Comins Motors, Ltd., Brook St., Barry. (S749)

1952 Austin A70 saloon, beige with brown leather, well maintained; £650 miles only from £695. Berkeley St. W.1. (Mayfair 4604). (C4022)

1951 A70 Hereford saloon; £525; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2860. (C2028)

1953 A70 sun saloon, Buckingham green, 11,000 miles; £750.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)

1953 (September) Austin Hereford, beige, heater, 200 miles only; £800.—Ing's Garages, Maidenhead 2148. (S593)

1951 Atlantic saloon 18,000 miles, extras include heater, black, fawn leather; £595.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1951 A90 Atlantic saloon, one owner, 11,600 miles, radio, heater, unblemished; £595.—Richards & Carr, 36, Kinnerton St., London, S.W.1. Sloane 9288. (C3045)

AUSTIN A70 1950 Hampshire saloon, looks and runs as new, black, heater; offers invited; exchanges considered.—Raiton, 12, Bannister St., Lytham, Tel. 7053. (S786)

CAMDEN MOTORS for Austins.—1951 A70 saloon, January delivery, excellent specimen in blue with leather upholstery, built-in heater, the whole car in delightful order; £575. CAMDEN MOTORS for Austins, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1011)

1951 model A70 saloon one owner, 20,000 miles only, superlative condition, fitted loose covers and heater, great bargain; £495!!!—A.Z. Motors, Palmerston Rd. N.W.6. Mai. 4723. (C1011)

JACK ROSE, Ltd., offer 1953 Hereford saloon, in beige and brown hide, radio and heater, almost as brand new; one owner; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

1953 gen. 6,000 miles A70 Hereford, radio and heater, spare wheel unused, black and brown leather; first £675 o.n.o. secures.—Wadham Garages, Weston-S-Mare, Tel. 266. (S612)

1953 Austin A70 Hereford saloon, black with brown leather upholstery, heater, 7,350 miles, one owner, as new; £695.—The Reigate Garage, Ltd., Bell St., Reigate (S333). (S547)

1952 Austin A90, black and ivory, 8,000 miles, age; £625; in excellent condition.—Evans Motors, Ltd., Austin House, Carmarthen. (S588)

1952 Austin A70 saloon, special colour scheme, inspection invited; £695.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (C2019)

£745!!!—Austin A70 Hereford saloon, first reg. Sept. 1953, under 2,000 recorded miles, black, brown leather, sun roof, virtually as new.—Elliott of Cambridge, Hawthorn Way Corner, Cambridge 2231-2. (S566)

1951 Austin A90 saloon, fitted radio and heater, blue with beige leather, beautifully maintained by one private owner; £615.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0261. (C1065)

J. DAVY, Ltd., offer A70 Countryman (October, 1952), one owner, low mileage; £875, this represents a saving of approximately £225; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641); and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1066)

TANKARD & SMITH, Ltd., offer 1952 Austin A9C saloon, two-tone blue/gray leather, heater and radio, one owner, nominal mileage, many extras, magnificent condition; £630; 3 months' written guarantee.—194-196, Kinn Rd., Chelsea, S.W.3. Faxman 4801-2-3. (C4022)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A78 and A99 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Road, Ealing, W.5. Ealing 6600. (1055)
A USTIN A90 convertible, low mileage, required.—14, Tycehurst Hill, Loughton, Loughton 1057. (5695)
R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hamstead (Tube), N.W.3. Ham. 6041. (1W4018/R)
P RIVATE owner requires low mileage A90 convertible; cash or exchange 1953 Zephyr; consider Austin-Healey or Healey.—Box 2976. (5724)

AUSTIN EIGHTEEN

A USTIN 18 1937 7-seater, make excellent country hire car; £175 or ¼ deposit; exchanges.—Raiton, 12, Bannister St., Lytham, Lancs. Tel. 7053. (5787)
C AMDEN MOTORS for limousines; the largest selection in the country, over 60 in stock, including many Austins.—See under "Limousine" classified. (C1035)
L IMOUSINES, 1938, partition, forward occasional, leather, black, £275. Also 1937 partitioned 7-passenger limousine, leather, immaculate, £245. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin Eighteen Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hamstead (Tube), N.W.3. Ham. 6041. (1W4018/R)
7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. A & S. 2, Providence Court, North Audley Street, Mayfair-2941. (W1006)

AUSTIN TWENTY

L IMOUSINE, 1937, Mayfair, partition, 7-forward, leather, really magnificent condition, reasonable cost. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

AUSTIN TWENTY-FOUR

A USTIN 24 7-passenger landaulette, 1936, original condition, two owners; £225.—Kiddie's, 21a, Harberson Rd., Balham, S.W.12. Balham 2531. (5866)

AUSTIN A125 & A135

A CRES offer:—
1951 Austin Sheerline saloon, silver grey, heater and radio, 19,000 miles only, beautifully kept and maintained by one extremely careful owner; first £775 secure. (C1002A)
A CRES AUTOS, Ltd., 136-139, Streatham Hill, London, S.W.2.ulse Hill 1909. (C1002A)
C AR MART, Ltd.
L ONDON Distributors.

1952 Austin A125 Sheerline saloon, radio, heater; £235.
1950 Austin A125 Sheerline saloon, radio, heater; £275.—Car Mart, Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)
N EWNHAMS, Ltd.

1952 Austin Sheerline saloon, grey, 14,000 miles, one careful owner; £895.
N EWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)
S COTT CARS offer:—

1951 Sheerline, radio, heater, one owner, as new; £775.
S COTT CARS, 347, Finchley Rd., London, N.W.3. Hamstead 2100/8676. (C4016)
A UTOMOBILA, Ltd., offers:—

1949 Austin Sheerline 4-door de luxe saloon, steel grey, grey leather, radio, heater, fog lamps, low mileage, excellent condition; £625.—Automobila, Ltd., Pippbrook Garage, London Rd., Dorking 4304, 3591. (C1089)
S AUL & SLATTER, Ltd., offer:—

1951 Austin Sheerline saloon, 18,000 miles, grey, excellent condition; £715—44-46, Alderman Hill, N.13. Palmers Green 3631-2-3. (C4002)
H . A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black with beige upholstery, radio, heater; £695.
836 —842, High Rd., N.12. Hillside 5272 (3 lines). (C2027)
C HARLES POLLETT, Ltd., offer:—

1951 Austin Princess sal., black, one owner, radio and heater, 21,000 miles, new tyres, the condition of this car throughout is really superb, guaranteed; £1,045 (cash new £2,529).
18 Berkeley St., W.1. Mayfair 6266.

S ERVICE, Works and Stores; Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)
H . M. BENTLEY & PARTNERS, Ltd., offer:—

1950 Sheerline, metallic grey with radio and heater; £625.
9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1016)
350 miles.—1952 Austin Princess saloon, virtually as new; £1,545.

G ORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2025)
F UNERAL Trade Sheerline Hearse brand new, immediate delivery; illustrated brochures, write LPE & SAUNDERS (COACHBUILDERS), LTD. A Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. (2689)

1952 Austin Sheerline, immaculate throughout, radio and heater, grey with grey hide upholstery.
A . FREEMAN, Ltd., Grosvenor Garage, Burnage, Lane, Manchester, 19. Rus. 2874-5. (5667)

C AMDEN MOTORS for limousines; the largest selection in the country, over 60 in stock, including Sheerline limousines.—See under "Limousine" classified. (C1035)

1952 (April) Austin Sheerline saloon, under 10,000 miles, in immaculate condition, metallic grey with grey leather, radio, etc.; price £895.—Mann Motors & Co., Ltd., 95-99, London Rd. (South), Lowestoft, Tel. 478. (5549)

AUSTIN A125 & A135

1950 Sheerline, black and grey leather, heater and radio, one owner, immaculate condition; £550.—Imperial Motor Mart, Royal Crescent, Cheltenham, Tel. 2065. (5699)

1949 Austin A125 Sheerline sunshine saloon, black, beige leather, radio, heater, excellent condition; £675.—Webster, 13, Copthall Avenue, E.C.2. Tel. Monarch 0786. (5689)

1952 Austin Sheerline saloon, black with beige upholstery and tailored seat covers, 4,000 miles, in new condition; £920.—Evans Motors, Ltd., Austin House, Carmarthen. (5579)

1951 (Sept.) Austin Princess saloon, one owner driver only, just completed major overhaul throughout, black Vanden Plas coachwork, beige hide interior, many individual extras, demonstrations anywhere at any time; £1,015.

H . E. NUNN & Co., Ltd., 282, Bury New Rd., Manchester, 7. Tel. Broughton 2201. (5604)
A USTIN Sheerline 1953 black saloon, maintained by Austin distributor from new, fitted radio, heater, new tyres and Lifeguard safety tubes, beautiful condition; £595 or smaller car with cash adjustment.—Birmingham, Harborne 2649. (5767)

1949 Austin Sheerline saloon, black, radio and heater, recorded mileage 20,000, one owner since new, beautiful condition in every respect, taxed; £550.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 5692 or 7008. (C2019)

845 gns.—Austin Sheerline, 1952 series saloon, steel grey, sliding head, grey leather, heater, radio, automatic jacking, one owner, small mileage, carefully used, exceptional condition; terms, exchanged list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

L IMOUSINES, 1951/1952, exceptional selection privately owned partitioned Sheerlines, forward occasional, genuine low mileage, first-class condition, competitive prices. Alpe & Saunders Ltd., Providence Court, North Audley St. Mayfair-2941. (C1026)

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Glooucester House, 150, Park Lane, W.1. Grosvenor 3434. (10352/R)
A USTIN Sheerline limousine wanted for immediate use, low mileage, black for preference.—Only's Garage, Earls Court Rd., S.W.5. Fre. 6373. (4908)

AUSTIN TWENTY-EIGHT

C ASS'S MOTOR MART.—1959 Austin Ranelagh limousine, blue engine just reconditioned, one owner, not used on hire, £350.—S. Warren St., W.1. Euston 4110. (C1040)

Austin Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube), N.W.3. Ham. 6041. (1W4018/R)
M ARNSTON MOTOR Co. for your Austin.—Tel. Paris 8000, Seven Sisters Rd., Tottenham, N.15. (0596/R)

H ATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. (0768/R)
W EYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. (0541/R)

XXX Good Austin cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2305)

L OW mileage A90 or A70 convertible wanted for cash.—T. R. Jones, 13, Connaught Place, Weston-s-Mare. Tel. 269. (5613)

C . A. PETO, Ltd., 42, North Audley St. (Nr. Selridges), May 3051, will purchase immediately or part exchange Austin cars. (W5045)

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock, open Saturday until 6 p.m.; night service available.—Wimborne, 13, Cleveland Garage, Cleveland St., Stockists, 29 High St., S.W.19. Wim. 0123. (0141/R)

N ORMAND, Ltd.
H AVE your car serviced by the experts.
S ATISFACTION guaranteed.

N ORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. (0536)
T HE CAR MART, Ltd.

L ONDON distributors; spare parts for all model cars and trucks.
T HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054). (0160/R)

C . NORMAN & CO.
A UTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Lane, P. London S.W.1. Victoria 2211 (0271/R)

A USTIN.—Genuine spares and specialist repair service immediately available in the West End.
S MORRIS & Co., Cleveland Garage, Cleveland St., W.1. Tel. Mus. 1932/8574. (10500/R)

F OR Austin spares and replacement units.—Sands, Burnham, Bucks. 84. (0205/R)
A USTIN 7 spares, any year, any part, largest stockists in U.K. exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2832/2820. (0222/R)

A USTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.s. for list.—Witham's, 16, Balham Hill, S.W.15. Battersea 5280/3769. (0488/R)

A USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Loughridge House, Great West Rd., Bedford, Petham, Middlesex. Tel. Petham 4274-5. (0359/R)

P RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acra Lane, S.W.2. Brixton 1155. (0184/R)

BENTLEY (3½, 4½-litre and New 4½-litre)

J B JACK BARCLAY, Ltd.
E XCLUSIVELY for Rolls-Royce and Bentley.

L ARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
E XAMPLE.—1947 Mark VI standard saloon; painted dual grey and upholstered in grey leather, speedometer reading 62,000 miles; price £1,600.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May, 1944. (C1062)

R IPPON.
R IPPON.
R IPPON BROS., Ltd.,

T HE Northern Bentley specialists, offer the following cars, in first-class condition:—
1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 3,000; price £4,000.

1951 (March) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650.
1951 (June) Mark VI Standard Steel saloon, mistletoe green; with tan leather upholstery, mileage 29,000; price £2,550.

1950 mistletoe green; with tan leather upholstery, mileage 29,000; price £2,550.
F OR further details apply to:—

R IPPON BROS., Ltd., Fuddersfield 7070 (10 lines), Also Bradford, Leeds and Sheffield. (0906/R)
H . R. OWEN, Ltd.

L ONDON'S leading specialists to Rolls-Royce and Bentley cars, offer the following selection:—
1952 4½-litre sports saloon, large boot, black and grey with beige hide, 13,000 miles; £3,850.

1951 Mk. VI standard steel saloon, green with green hide, 51,000 miles; £2,650.
1950 Mk. VI standard steel saloon, black with beige hide, 53,000 miles; £2,450.

1949 Mk. VI standard steel saloon, black with beige hide, 58,000 miles; £2,200.
1948 Mk. VI standard steel saloon, maroon with beige hide, 60,000 miles; £1,995.

W E are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.
H . R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3052)
J ACK OLDING, Ltd.

O FFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—
1953 4½-litre standard steel saloon with large boot, one owner, under 2,000 miles; £3,950.

1953 4½-litre large bore standard steel saloon, grey/red leather, 6,000 miles; £3,850.
1952 4½-litre large bore standard steel saloon, green/brown hide, 12,000 miles; £3,150.

1952 4½-litre large bore standard steel saloon, velvet green, grey hide, 13,400 miles; £2,950.
1951 4½-litre standard steel saloon black/brown leather, 29,000 miles, one owner; £2,750.

1951 4½-litre standard steel saloon, black/brown leather, 29,000 miles, one owner; £2,750. (January guarantee date) 4½-litre standard steel saloon, black/brown hide, one owner, 35,000 miles; £2,500.

1950 4½-litre standard steel saloon, black/beige leather, one owner; 32,500 miles; £2,550.
1950 4½-litre H. J. Mulliner saloon black/brown leather, one owner; £2,975.

1949 4½-litre 2-door Countryman saloon, 2 shades of grey and polished wood, grey leather, 38,000 miles; £2,500.
A UDY House, North Audley St., W.1. Mayfair 5242. (C3030)

P B. Ltd., offer:—
1936 (August delivery) 3½-litre Bentley, Freestone & Webb, milled edge sports saloon, black, blue leather.

P ADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7478. (C3033)
S COTT CARS offer:—

1947 Bentley standard steel saloon, radio, heater, outstanding condition; £1,700.
S COTT CARS, 347, Finchley Rd., London, N.W.3. Hamstead 2100/8676. (C4016)

O VERSEAS CARS, Ltd., offer:—
1935 Bentley 3½-litre saloon, black, Park Ward body; £675. For other Overseas Cars bargains see our advert, on page 39.

O VERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (C3051)
T AYLOR & CRAWLEY offer:—

1948 P.S.C. saloon, immaculate throughout, 40,000 miles; £1,795.
1939 Bentley 4½-litre overdrive with standard Park Ward 4-door saloon, exceptionally well kept car; £1,195.

H YDE Park Corner, Grosvenor Crescent Mews, S.W.1. Fio. 5213. (C4036)
M ANN BERTON & Co., Ltd.

1952 Bentley 4.6-litre Mk. VI Steel saloon, silver grey with blue leather upholstery, 13,000 miles; £3,250.
1952 Bentley 4.6-litre Mk. VI Steel saloon, velvet green with beige leather upholstery, serviced and maintained by Bentley accredited repairers, 30,000 miles; £3,000.

1953 Bentley 4.6-litre R type sports saloon, velvet green with beige leather upholstery, 3,000 miles only, indistinguishable from new; £3,875.
M ANN BERTON & Co., Ltd.

O FFICIALLY appointed Bentley retailers, 14, Berkeley St., London, W.1. Hyde Park 2073. (C2006)
1935 Bentley 3½-litre Park Ward saloon, black/blue leather, radio; £650.—J. Pricker, Ltd., Park 5077. (C2016)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

CAR MART, Ltd.
1952 Bentley 4½-litre Standard Steel saloon; £2,950.
Bentley 4½-litre Freestone & Webb saloon; £2,850.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3434. (C1039)

HAROLD SIMONS, Ltd., offer:—
1935 Bentley 3½-litre razor-edged sports saloon, post-war body, fully equipped with P.100 headlights, twin spotlamps, twin Windtone horns, wheel discs, roomy, outworn luggage boot, a most unusual body and an excellent chassis; £275.—Below.

1948 Bentley Mark VI saloon, black, brown hide, heater, H.M.V. press-button radio, 58,000 miles; £1,795.—3 months' written guarantee, service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. (C4065)

MASCOT MOTORS, Ltd., offer:—

1938 4½-litre Park Ward sports saloon. £975.

1936 4½-litre Hooper drop head foursome coupe; £795.

MASCOT MOTORS, Ltd., 237-245, Kensal Rd., Ladbroke Grove, Ladbroke 1231-2. (C3007)

WESSEX MOTORS, Salisbury, offer:—

1953 Bentley Mark VI standard saloon, this is the current model with large bore engine and large luggage boot, two-tone grey exterior with blue upholstery, the total genuine mileage is only 3,800; a unique opportunity at the attractive price of £3,600.—Wessex Motors, official Bentley retailers, New St., Salisbury, Wills. Tel. 3275. (S562)

CARTWRIGHT HAMILTON CARS offer:—

1938 Bentley Park Ward saloon, radio, L.S. chassis history, magnificent condition; £995.—282, Kensington High St. Western 0907-8. (S586)

P. J. EVANS, Ltd., of Birmingham, offer:—

1951 (August) Bentley Mk. VI 4½-litre standard steel saloon, shell grey with blue hide, big bore engine, genuine 20,700 miles, radio, heater, screen washers, in immaculate condition and faultlessly maintained, complete history available, one owner; £2,950.

1934 Park Ward 3½-litre saloon, black with red leather, sliding roof, radio, in excellent mechanical condition, a really fine car; £550.

P. J. EVANS, Ltd., Bentley special retailers, John Bright St., Birmingham, Mid. 2911. (S575)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver, with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturer; £1,825.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 2297-8-9. (C1057)

1952 (May) Bentley 4½-litre saloon, under 20,000 miles.

1950 (June) Bentley 4½-litre saloon, 34,000 miles, Weybridge 600. (C4023)

FOR sale, 1938 Bentley drop head coupe by Vanden Plas, one owner.—Box 2670. (S555)

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Bentley Mk. VI Standard Steel sal., two-tone metallic grey, red leather, 33,000 miles only, one owner, a most attractive car, loose covers fitted since new. £2,795.

OFFICIAL retailers and repairers.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

3½-litre Bentley saloon, post-war, condition exceptional, guaranteed history available; £650.

THE IPCO, Ltd. (Bentley purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

1939 Bentley 4½-litre overdrive razor-edge saloon; £1,275; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. (C4024)

1935 Bentley 3½-litre Freestone/Webs sports saloon; 3 spot and fog lamps, dual horns, 2 spare wheels, radio; £495.

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C3004)

1935 Bentley 3½-litre special 1948 sports saloon body, exchanges; £850.—Auto Engineering, Wills. 5691.

1949 Bentley Steel saloon, grey, maroon leather, in immaculate condition throughout, Bentley history; £2,150.—Bent.

1947 Bentley Steel saloon, one owner, excellent condition; £1,675.—Below.

1947 Bentley 4½-litre, August, 1953, special 4-door sports saloon, heater, radio, many extras; £575.—5, Duchesne of Wimborne, Dorset. Tel. 108-109. (S514)

UNREGISTERED demonstration L.H.D. 4-door diesel 1800 saloon, under 2,000 miles, 50 m.p.g., original price £1,552; now offered at £1,275.

COVENTRY & JEFFS, Ltd., No. 2 Depot, Lansdown Garage, Clifton Rd., Bristol. 8. Tel. Bristol 38241. (S509)

BENTLEY (3½, 4½-litre and New 4½-litre)

1937 Bentley 4½-litre Park Ward sports saloon, guaranteed, £695.—payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

1952 Bentley Mark VI standard steel saloon, dual grey, fitted radio and many extras, in exceptionally good condition; price £2,950.

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (3 lines). (S570)

1953 saloon, Tudor grey, leather, radio, heater, covers, low mileage, one owner, as new; £3,750.—Robbins, East Putney Tel. 4581. (C3010)

1951 (Sept.) Bentley 4½-litre Mark VI standard steel 4-door saloon, grey and maroon, serviced by Bentleys, £2,650.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. (S568)

1952 4½ S.S. saloon, duo-grey, 25,200 miles, as new, £2,950.—Caffrys, Ltd., appointed retailers and repairers, King St., East Grinstead, Tel. 717. (S569)

1953 Bentley Mark VI standard saloon, large bore engine, large luggage boot, one owner, total mileage 8,000, finished green, in excellent condition throughout; £3,450.

WESSEX MOTORS, official Bentley retailers, New St., Salisbury, Wills. Tel. 3275. (S563)

FRANK DALE offers 1937 delivery 4½-litre Rolla-tional chassis, heater and radio; £795.—41, Lancaster Mews, W.2. Pad. 4681. (C1067)

1949 Bentley standard saloon, F.V. series, mid-night blue, black interior, absolutely immaculate, one careful owner; 1950 or exchange.—Bowles, 18, Kim Park Court, Pinner, Tel. 360. (C1085)

£595 11—Bentley 3½-litre special sports saloon, late over-cab chassis, blue available £300 overhaul completed within 18 months, magnificent faultless vehicle; 3 months' guarantee; hire purchase, exchanges.

LAMBES OF WOOD GREEN, Finchley Showrooms, L. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1937 (December) Bentley 4½-litre Park Ward saloon, finished in black with blue interior, maintained from new by Greve Works, one owner; £795.—Eric Adams, Ltd., Wellington Road North, Stockport, Heaton Moor 4354. (S582)

ROSE & YOUNG, Ltd., offer 1938 Bentley 4½-litre Windover drop head coupe, immaculate condition, very pretty car, dual colour scheme; £750.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

1937 Bentley 4½-litre, aluminium body, colour scheme, dual colour scheme; £750.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

1937 Bentley 4½-litre, aluminium body, colour scheme, dual colour scheme; £750.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

1949 Bentley four-door drop head coupe by Park Ward, electrically operated hood, 22,000 miles only, finished black with fawn leather upholstery, in magnificent condition throughout regarding both coachwork and mechanical condition; today's new price £2,060, will accept £2,500.—Harry Martin, 23, Devonshire Place Mews, W.1. (S596)

1949 Mark VI Bentley 2-door sports razor edge saloon, by James Young, electrically operated windows and blind, H.M.V. radio, heater, Life Guard tubes, total mileage 37 thousands only, this car has had one owner and was checked over by the makers in December, 1953; £2,550.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1935-6 Bentley 3½-litre Park Ward sportsman's saloon, finished in immaculate black with fawn leather interior, fitted loose covers, fitted heater, excellent tyres, just fitted new battery, we have bills from Messrs. Bentley for over £300 spent on chassis also complete engine overhaul late 1952, only covered small mileage since, the engine overhaul cost £326, a most beautiful example; £695.

LIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. (C3000)

1936 (May) 4½-litre Barker 2-door pillarless sunshine saloon, personal property of our managing director, previously owned by the late Robert Baird, the well-known R.A. member and proprietor of the "Belfast Telegraph," outstandingly beautiful coachwork in black with dropping line to streamline tail, spotless inside and outside, green hide, discs, tyres all new, nearly new Young battery, Philco, fastidiously maintained; £750 for quick sale.—Speedsters, Ltd., Horley (Surrey) 628 until 9 p.m. (C4020)

1938 Sports 4-door Park Ward 4½-litre Saloon in history available, leather, really excellent condition throughout, back. £965. Aipe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair. 2941. (C1006)

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under Sports Cars. (C3041/R)

1928 4½-litre Bentley open tourer, outstanding performance and appearance; reasonable offer accepted.—Mal. 1658. (S573)

1929 Bentley 6½-litre, engine rebored, new valve guides, drop head coupe body, good condition; £150.—Gatward, Hilljollon, Chemsford Rd., Hatfield Heath, Bishop's Cleeve. (S562)

Bentley Cars Wanted

CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. (0958/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

BENTLEY wanted.—Valentine 4674 after 6 p.m. W2018/R

PRIVATE buyer offers £1,400 cash for 1947-48 Bentley Mk. VI.—Box 2673. (S5096)

WANTED privately Bentley saloon, 1948-50, low mileage, details.—Box 3016. (S5874)

Bentley Cars Wanted

BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0523. (W1013)

DROP head, pre-war, required for cash.—Wag Bennett, Silvertown Way, London, E.16. Albert Dock 2568. (S420)

UP to £2,000 offered for low-mileage 1949 standard saloon.—Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. (W1012)

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St. Midland 2437. (0357/R)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0540/R)

BENTLEY cars wanted, 1935 to 1952.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344. (W4024)

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. (W2064)

WANTED by private buyer, 3½-litre Rolls-Bentley saloon, full particulars recent overhaul, chassis and engine No.; up to £600 cash available.—Box 2964. (S5710)

XXX H. F. Edwards offer immediate cash for good Bentley cars.—Details, please, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. (W2059)

WE are open to purchase any type pre-war Bentley for complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (0062/R)

TAYLOR & CRAWLEY will buy low-mileage Bentley V.I. Bentleys and pre-war Bentleys at attractive cash prices.—Hyde Park Corner, 33, Grosvenor Crescent, Mews, S.W.1. Sloane 5213. (W4036)

JACK OLDING & Co. Ltd., officially appointed retailers and repairers are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. (W3050/R)

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0592/R)

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th Wimbledon Tube). Liberty 7222 (8 lines). (S1002/R)

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0592/R)

ALL spares and replacements for pre-war Rolls-Bentleys, full repair service at most reasonable prices.—Compton, 65, Westow St., Crystal Palace, Tel. Livingstone 3362. (0490/R)

B.M.W.

BRUTONS, Ltd.—B.M.W. type 326, cabriolet, black, excellent condition, tyres as new; £355.—13/14, Osten Mews, Emporers Gate, S.W.7. Fremantle 0342. (C1026)

BOND MINICAR

1953 Bond Minicar, one owner, 3,800 miles, as new; £169.—Walker & Ward, Bond distributors, Warwick Place, Cheltenham. Tel. 3516. (S563)

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Bond.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

PRIDE & CLARKE, Ltd., the Bond Minicar buyers: H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. (0543/R)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. (0827/R)

BRISTOL

ANTHONY CROOK offers the largest selection of new and used Bristol's in the country; current model 403 and 404 cars and specimen examples of all earlier models available on show and for demonstration and sale; any make taken in exchange; specially equipped works and Bristol trained staff.—Write or call at Caterham Hill or High St., Esher, Surrey. Telephone the Bristol distributors, Anthony Crook Motors, Ltd., Caterham 2232-3. (C1063)

L. P. WARD, Ltd.

1953 Bristol 403, 3,000 miles, Cambridge grey, car as new.

1950 401 Bristol engine completely overhauled by us, two owners, fitted radio and heater.

L. P. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. (C4043)

KEVILL, DAVIES & MARCH Ltd.

OFFICIAL Bristol retailers

41—42, Hay's Mews, Berkeley St., W.1. Gros 2565. (C2054/R)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (0818/R)

1948 Bristol 400; £750.—Clayton's Cars (London), Euston 5228 (5 lines). (C1050)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

1948 Type 400 Bristol saloon, modified chassis and bodywork, recently overhauled, colour black; £975.—A.F.N. Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011. (C2015)

BRATTONS, Ltd., Bristol 400, wireless, heater, superb order, taxed, or would exchange late P4 Rover with cash adjustment.—15-14, Oaten Mews, Emperor's Gate, S.W.7, Frenantle 0542. (C1026)

1952 Bristol 401 saloon, heater grey, K.M.V., heater, 16,500 miles only, excellent condition, one careful owner.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 5598. (S542)

1951 (July) Bristol 401 saloon, maroon, Ekco radio, heater, 21,000 miles only, an exceptional car.—Ingles Automobiles, Ltd., 64/78, Pitt St., Edinburgh, 3. Tel. 26287. (S543)

BRISTOL type 401, colour azure blue with beige upholstery, first registered December, 1951, total mileage 27,000, car just returned from Bristol works where it has had a complete check over and certain type 403 modifications carried out, as well as a respray, in immaculate and first-class condition, radio, loose covers fitted, first offer of £1,575.—Box 3017. (S876)

Bristol Cars Wanted

B. J. HUNTER, Ltd.

For immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, B.N.W.2. Tel. Gladstone 5303. (W2040)

BARTLETT will pay more for good Bristol.—27a Pembroke Villas, W.11. Baywater 0523. (W1013)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

XXX H. F. Edwards offer immediate cash for good Bristol cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

A.F.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middlesex (Hounslow 0011.) (C1067/R)

B. & K. THOMAS, Ltd., 17/19, Loughborough Rd., West Bridgeford, Nottingham, Tel. 84736, official Bristol retailers, require good used 401 Bristol saloon. (S205)

BROUGH SUPERIOR

£299—Brough special sports saloon, hand-built motor car with 21hp Hudson engine, cost over £700 when built, first registered 1941; 3 months' guarantee, hire purchase, exchanges. (C2052)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B.S.A. Spares and Service

BASIL ROY, (Sec'd.) B.S.A. (Scott. model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Lougham 7733. (C1044/R)

BUGATTI

SUPERCHARGED drop head 4-seater coupe, low mileage, two famous owners only, engine now being overhauled; 1933.—J. Lemon Burton, Lonsdale Rd., N.W.6. Mal. 1351. (C1070/R)

J. LEMON BURTON, Bugatti spares and service, Lonsdale Rd., Kilburn, N.W.6. Malda Vale 1351. (C1071/R)

BUICK

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Buick Special, blue with cloth upholstery, recently resprayed; £175. (C4024)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

1951 Buick 4-door saloon, right-hand drive.—Below

RHD 1947 Buick, radio and heater, colour black—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4024)

1946 Buick 4-door sedan, radio, heater, black, immaculate; £645.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7411. (C4021)

£165—1936 Buick 50hp saloon, late owner maintained this vehicle perfectly, excellent throughout; 3 months' guarantee; hire purchase, exchanges. (C2052)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1935 NA series Buick 7-seater limousine in 1950 condition, 56,800 miles from new; £250, perfect.—Frestons Garage, Ashbourne, Derbyshire, Ashbourne 179. (S741)

1947 R.H.D. Buick special 4-door saloon, dual colour scheme, leather interior, flashing lights, exceptional condition; £675.—20, Leamington Rd., Coventry, Tel. 68223. (S593)

CAMDEN MOTORS for Buicks.—Post-war right-hand drive models; see under American cars, 12 pre-war Buicks in stock, saloons, coupes, 1937-1940; also several Pullman limousines, call, write or phone for details. (C1035)

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 8041. 10 a.m. to 5 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

AMERICA'S number one car, 1951/2 Buick Riviera with automatic transmission and full circle visibility, a very attractive body colour and upholstery combination, radio and three-temperature air-control.—Tel. Valentine 4674 after 6 p.m. (C2018)

1952 right-hand drive Buick Super 8-4-door de luxe saloon, low mileage, grey, nylon loose covers, radio, heater, new whitewall tyres, screen washers, wipers, etc. believed to be the only genuine 1952 r.h.d. of this marque available to-day.—20, Leamington Rd., Coventry, Tel. 68223. (S591)

LIPOUSINE, 1938, partition, forward occasional, genuine low mileage, black magnificent throughout, bargain value.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 8691/3903. (W4015/R)

Buick Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (C0304/R)

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (C1041/R)

CADILLAC

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

1950 Cadillac 4-door de luxe sedan, Hydramatic, radio, heater, nylon seat covers, 25,000 miles, absolutely immaculate.—Tel. Elgar 9751. (C4036)

TAYLOR & CRAWLEY, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. (C4036)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (C0004/R)

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 9751. (C0012/R)

CHEVROLET

1948 Chevrolet Fleetmaster 4-door saloon, l.h.d.; £595. (C1065)

1949 Chevrolet Styleline 2-door saloon r.h.d.; £1,065. (C1065)

1951 Chevrolet Styleline 4-door de luxe saloon, r.h.d., Powerglide, seat covers, radio, heater; £1,395. (C1065)

MANY others in stock. (C1065)

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties) 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn), W.C.2. Temple Bar 3588. (C1027)

1952 Chevrolet Styleline saloon, 14,000 miles only, immaculate condition; £1,150. (C4036)

TAYLOR & CRAWLEY, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. (C4036)

1947 Chevrolet Fleetmaster saloon, heater, well maintained and in good condition; £445.—Box 2966. (S712)

1947 Chevrolet Fleetmaster, r.h.d., excellent throughout; 1950.—Cyril Sheppard, of Reading, Sonning 2345. (S585)

1948 Chevrolet Fleetline, l.h.d., 2-door, black, heater, private owner, excellent condition, serviced monthly, selling because new car due; £525 o.n.o.—Tel. Camberley 791. (S729)

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. (W4015/R)

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties) require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. (W1027/R)

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; Distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. (S1027/R)

CHRYSLER

AUTO SALES (LONDON), Ltd., offer:—

1947 Chrysler Plymouth saloon, r.h.d., radio and heater, immaculate condition throughout; £575.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Malda Vale 5555. (S587)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Chrysler New Yorker r.h.d. saloon, total mileage since new, 35,000, fitted radio, heater, loose covers, etc. £575. (S774)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555-2155. (C045/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED, coupe with overdrive 1955-38.—Yew Tree Garage, Woodways, nr. Salisbury, Wilts. Handley 534. (S774)

7-PASSENGER 1938/39, required, (privately owned), details please, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange/reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mal. 5555-2155. (C045/R)

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. (C0361/R)

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. (C0756/R)

CITROEN

BEVERLEY MOTORS for Light 15s. We offer proudly:

1952 sun saloon, genuine mileage, smooth and silky mechanically, spotless black, red interior, demister, heater, map and reversing lights, only offered as fastidious owners have fancied a new Zephyr; it can become yours for £655, which is nearly £350 under list; terms, exchanges.—Below.

1948 demister, heater, map and reversing lights, two owners, a good history and again only for sale as owner emigrated to Canada on January 19, recent engine overhaul, reconditioned, particularly exhilarating on the road, even by Citroen standards; we cannot find a flaw mechanically, and its looks are as good, radio, heater; £415, terms, exchanges.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7205 or 2031. (C1036)

METCALFE & MUNDY, Ltd.

1952 Citroen 6-cylinder, 19,000 miles, sunshine roof, literally as new; £745.

280 Old Brompton Rd., S.W.5. Frenantle 5471. (C3594)

B. J. HUNTER, Ltd., offer:—

1948 Citroen 15 saloon, just overhauled; £450.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, B.N.W.2. Tel. Gladstone 5303. (C2040)

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Citroen Light 15, black, immaculate condition; £475.

THREE months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers.

NEW models from stock.

SEVERAL post-war Light 15 saloons, including 1946 £365, 1949 £425, 1950 £495, 1953 £765; full details on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. (C4035)

GUY SALMON AUTOMOBILES, offer:—

1950 Citroen 15 saloon, genuine 16,000 miles from new, one owner, superb and original condition throughout, green and beige leather; £575.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

WORTHINGTON MOTOR CO., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. (C4356)

1948 Citroen 15 saloon, one owner, low mileage, superb condition, 3 months' guarantee; £475.—C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

1953 (July) Citroen de luxe saloon, 2,000 miles, black; £795.—Mansfield Autos, Ltd., Euston 2587. (C5001)

1952 (Oct.) 15hp Citroen saloon, black/red leather, 11,700 miles; £685.—J. Fricker, Ltd., Park 5077. (C1017)

1953 (March) 15 de luxe saloon, taxed year, one owner, cost £1,000; nearest £735.—Leicester 66007. (S781)

BONALLACK & SONS offer for sale Citroen Light 15, June, 1953, current model in autumn grey, 8,000 miles; £715. (C1017)

CITROEN Light 15, Dec., 1950, excellent condition; £575. (C1017)

BONALLACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7. Tel. Gra. 5464. (S587)

1953 Citroen Light 15 (June), grey, twin tone horns, loose covers, 6,000 miles; £775.—Frenantle 9401. (C1017)

1950 15hp Citroen de luxe saloon, black, red leather, special heater, spot lamp; £595.—Below: (C1017)

1951 15hp Citroen de luxe saloon, black, red leather, nominal mileage; £595.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

£275—Citroen 12, 1958, exceptional condition throughout, faultless cellulose and leather interior, 58,000 miles; many others. (C1017)

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. (C1017)

1952 6-cylinder Citroen, one owner, extremely smart; £685.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5425. (C5045)

£335—1947 Light-15 sun saloon, grey with grey hide any trial, H.P., exchange.—37, Bury Old Rd., Prestwich (2152), Manchester. (S589)

1952 Citroen 6, finished green, beige leather, 15,000 miles only, £765.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. (C1065)

£145—1935 Citroen 12, good condition, independent suspension, teles. sports coil, new battery, post-war appearance.—Tel. Whitecroft 403 (Glos). (S585)

£379—1947 Citroen 15 4-door de luxe, reconditioned engine, immaculate throughout.—G. P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Tel. 1107-8-9. (C2024)

ROSE & YOUNG, Ltd., offer 1948 Citroen Light 15 saloon, exceptional condition, black; £395.—65-69, St. John's Ave., Streatham Hill, S.W.12 (1 minute Streatham Hill Station), Tube Hill 6464. (C4018)

1950 Citroen Light 15 sun saloon, 20,000 miles only, exceptionally fine condition, radio, heater and other extras; £575.—E.P. Motors, Kingston By-Pass, Esher, Tel. Esherbrook 9000. (C2004)

595—Citroen Light 15, late 1951, sports saloon, sliding head, leather, one owner, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

£275—1939 Citroen Light 15 super modern saloon, one of the finest examples available, with overhaul bills for £160, recently completed for year inspection; £100 down.—Bray Motors, 189-188, East End La., N.W.6. Hamstead 4390. (C1521)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

HINDHEAD MOTOR WORKS, Ltd., offer 1952 Citroen Light 15, grey with red leather, heater, one owner, excellent condition throughout, £735; 1950 Citroen 6-cylinder, in grey with red leather upholstery, one owner, excellent condition throughout, £625; 1949 Citroen Light 15, black with red upholstery, £495; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey, Tel. Hindhead 965. [C2061]

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

REALLY good Citroen required.—Stradling, 30, Harley House, London, N.W.1. [W1086]

MR. N. J. FRANKS, 1, Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.

—173, Westbourne Grove, W.11 Bay, 4274. [W4035]

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. [O187/R]

WIDCOMBE'S GARAGES, Ltd., Putney Rd., Bath 4865.—Citroen parts, reconditioned drive; trains 45-hr. service. [O1906/R]

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—77, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [O727/R]

WOODFORD CAR MART, Essex distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017.

CITROEN—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. [O2000/R]

BOWES ROAD GARAGE & ENGINEERING CO. Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 45-hr. all spares stocked. [O585/R]

CORD

B. J. HUNTER, Ltd., offer:—

1937 Cord drop head coupe, fitted radio, etc.; £225.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2 Tel. Gladstone 6303. [C2040]

DAIMLER

GE really outstanding D.B.18 2½-litre Daimler

1947 de luxe 4-door 6-light sliding roof saloon with graceful swept-tail incorporating spacious luggage compartment, one titled owner, 50,000 miles only, engine fully reconditioned, 33,000, entire car serviced and checked throughout by ourselves, not used since, finished outstanding unmarked black cellulose with gold coachlines, chromium bright fittings, immaculate brown leather upholstery, carpets and roof lining to tone, polished facia panel and fillets, equipped heating/demisting unit, telescopic steering, twin tone horns, built-in pass lights, interior lights, reversing light, cigarette lighter, concealed ashtrays, maker's toolkit, excellent battery and tyres, etc.; £575; written guarantee; hire purchase, part exchange.—Barnhurst Garage, Ltd., Bexleyheath 725. [O2000/R]

1938 series Daimler 16hp 4-door 6-light sliding-roof saloon with graceful swept tail incorporating spacious luggage compartment, maintained quite outstandingly throughout, comparable to late post-war condition, finished black/green, green leather, polished woodwork, carpets and roof lining to tone, equipped pre-selector gear box, tone horns, built-in jacks, etc., excellent tyres and battery; 2959ms, written guarantee; hire purchase; part exchange.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts, Tel. 118. [C2000]

1939 Daimler 2½-litre saloon, black with brown leather upholstery, in immaculate condition; £330.

ARES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1602]

CAR MART, Ltd.

1950 Daimler 2½-litre saloon, heater; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

CHARLES POLLETT, Ltd., offer:—

1950 Daimler 2½ saloon, grey, blue leather, radio and heater, really superb order, chauffeur maintained, guaranteed; £785.

1953 Daimler Conquest saloon, grey, red leather, 2,000 miles only, fitted radio and screenwash, as new; £1,335.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores; Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [2010]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 36hp limousine by Hopper (1951 model), black and grey, 15,000 miles only, as new; £2,950.

DAIMLER 2½-litre special sports coupe (1951), black and silver grey with blue leather, most attractive; £1,575.

DAIMLER 2½-litre Conquest saloon (1953), 5,000 miles only; £1,335.

DAIMLER 2½-litre Consort saloon (1952), black with brown leather, 11,000 miles; £1,195.

DAIMLER 2½-litre Consort (1951 model), black with red leather, radio, very well maintained; £925.

DAIMLER 2½-litre saloon (1948), black with red leather, radio, excellent condition; £750.

DAIMLER 2½-litre Ritz sports saloon de luxe (1953), black with beige leather, many extras including radio and heater, luxuriously appointed; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 6404).

SERVICE, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [C4022]

DAIMLER

1951 model Daimler Consort saloon, black; £795.

GORDON CARS (LONDON), Ltd., 873, Euston Rd., London, N.W.1. Bus. 6611. [C2025]

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts, A Welwyn 481-2-3, offer:—

1951 finished maroon, new beige hood, beige leather, H.M.V. radio, heater, overdrive, low mileage, one owner, immaculate condition; £895. [C1001]

1947 2½-litre Daimler saloon, in black, 38,000 miles, a very clean and mechanically good car; price £575.

NEWTON of Huddersfield, automobile distributors, Huddersfield. Tel. Huddersfield 3511 (3 lines). [C4016]

1955ms—Daimler New 15, 1937, 16.2hp foursome drop head coupe, leather, pre-selector, good condition, terms, exchanges;—Rowland Smith, below.

95ms—Daimler 15, 1935, sports saloon, sliding head, leather; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6911. [C4016]

1953 (May) Daimler Consort saloon, green with green leather upholstery, 1,050 miles only as new; £1,465.—Coventry & Jeff, Ltd., Bristol 20091. [O5815]

£285—1938 Daimler 2-litre 6-light saloon, black, brown hide, exceptionally clean; £100 down. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. [C1024]

CAMDEN MOTORS for Daimlers.—1949 drop head coupe, Barker coachwork, outstanding specimen of this very rare series offered at a fraction of its original cost at £685.

CAMDEN MOTORS for Daimlers.—1951 Consort saloon, titled owner, beautifully maintained; £895.

CAMDEN MOTORS for Daimlers.—1946 2½-litre saloon, two previous owners, reconditioned engine, last year, coachwork entirely original; in dark blue, good tyres; £495.

CAMDEN MOTORS for Daimlers.—E.L.24 limousines, choice of 3 models; two 1937, one 1938, both in black and in very good condition, widest occasional, ideal follow-on coaches for funerals, etc.; from £285.

CAMDEN MOTORS for Daimlers.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays.—Write for catalogue. [C1055]

EXCHANGE your present Daimler car for new or use models; demonstrations by appointment.—Write or phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [O444]

XXX Very exceptional 1949 Daimler 2½-litre, nice superb Tickford drop head 4-seater coupe body, duo colour scheme with beige leather and new black hood just fitted, luxuriously equipped, quite outstanding condition, appearance practically equal with a new car, one of the most outstanding and attractive cars we have had, written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

LIMOUSINE, 1939 B.24, partition, forward occasional, black, small mileage, privately owned, competitive price.

LIMOUSINE (outswept tail) 1937/32hp, seating six, behind partition, leather upholstery, exceptional carriage, black, selection. £395. Aile & Saunders Ltd, Providence Court, North Audley Street, Mayfair—2941. [C1006]

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tel. 1188. [W2037]

REQUIRED good used Daimler.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

CHARLES POLLETT, Ltd., officially appointed Daimler retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores; Barnsdale Yard off Elgin Ave., W.9. Cunningham 5936. [W2008]

Daimler Spares and Service specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6432]

ARCO ENGINEERING, Ltd.—Pre-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [O236/R]

DAIMLER-LANCHESTER specialists, service chassis and coachwork repairs.—J. N. Taneborn & Co., Ltd., 20, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665. [O713/R]

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [O460]

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [O666/R]

DELAGE

BROOKLANDS—Individuality, new and used cars.

1951 series Delage D.6 saloon, 9,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

!! Chipstead Motors Ltd.—See our advertisement under "Sports Cars". [C1046]

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Delage Spares and Service specialists.—Selborne's, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. (O660/R)

DELAHAYE

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". [C1046]

GUY ALFREDS & Co., Ltd.—1951 late type Delahaye, drop head fourseater, with extras, full type dashboard model 153M (would be sold with world concessionaires' guarantee); £1,675.—6-7, Warren St., W.1. Euston 3268. [C1065]

DELAHAYE

1951 Delahaye 135M tourer, ex. show model; £1,095.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

Delahaye Spares and Service

SELBORNE'S, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. (O660/R)

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—35-35, East Dulwich Rd., London, S.E.22 New Cross 3704. [O610/R]

D.K.W.

D.K.W. cars!! [5360]

D.K.W. cars for sale!!

SIX beautiful specimen saloons and cabriolets, fully guaranteed.

D.K.W. cars!! bought for cash, taken on sale or return, no charges, as part exchange for new Ford, etc.

B & M GARAGES, Ltd., for new crankshafts, guaranteed for 12 months, at £26/10, sleeve blocks, £11; new super German pistons at £2/8/6 each; clients' own spares fitted as desired by skilled and trained D.K.W. men.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [O016/R]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [O006/R]

D.K.W. main agent, genuine spares and service for all models.—Schenk Motor Engineering Co., Ltd., 468, Stretford Rd., Manchester, 16. [4951]

SOLE importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines). [5608]

DODGE

DODGE super de luxe saloon, registration date 18.1.52, mileage recorded 12,000, one private owner since imported, in immaculate condition; price £750.

NEWTON of Huddersfield, automobile distributors, Huddersfield. Tel. Huddersfield 3511 (3 lines). [5365]

DODGE saloon Luxury Liner, first red, 15.7.47, fluid drive, flashing indicators, radio, etc., right-hand drive, small engine (25hp), over 20 mpg; £445.—Waverley Farm, St. Olaves, Suffolk. Tel. Fritton 15870

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [O362/R]

FIAT

DICKS

1939 Fiat 500 coupe, a very attractive and well maintained car; £250.—Below.

1938 Fiat 500 coupe, recent engine overhaul; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

S. AND S. MOTORS, 1950 C. 500cc ohv. one owner, beautiful car; £425.—Bay, 1644. [5271]

1939 Fiat 500 cabriolet, duo-brown, smart; £225.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

1940 2nd series, convertible 500, reconditioned engine, heater; £250.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285 [C1056]

MAYFAIR GARAGES, Ltd.—Over 20 used Fiats in stock, all plainly price ticketed in our showrooms. —Below.

MAYFAIR GARAGES, Ltd.—Illustrated priced literature and a road test report on request.—Below.

MAYFAIR GARAGES, Ltd.—1949 (reg. 1951) 500B ohv Belvedere station wagon, recellulosed silver with pannelled body, most elegant looking car with outstanding road performance, 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—Oct., 1939, fully reconditioned 500 2nd series de luxe convertible full 4-seater saloon, finished in jewelance silver/grey with leather upholstery, immediate delivery, 3 months' guarantee; £355.—Below.

MAYFAIR GARAGES, Ltd.—1947 model (reg. 1953) M. 500 de luxe hardtop coupe, silver with maroon upholstery, reconditioned engine 200 miles ago, smart and economical car with outstanding road performance, 3 months' guarantee; £215.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 500 2nd series full 4-seater convertible saloon, black, red leather, smart car in excellent condition throughout, 3 months' guarantee; £255.—Below.

MAYFAIR GARAGES, Ltd.—Sept., 1938, 500 convertible coupe, maroon, red leather, excellent condition throughout, 3 months' guarantee; £195.—Below.

MAYFAIR GARAGES, Ltd.—July, 1938, 1100 500B M.4-door pillarless saloon, black and silver; £145.—Below.

MAYFAIR GARAGES, Ltd. (Fiat sales, service, repairs, renovations), Balderton St. (opp. Selridges' main entrance) W.1. Mayfair 3104-S. Open 9-6, Sat. 9-1. [C3009]

FIAT 500 convertible coupe, reg. late '37, superb condition and 100% mechanically A.A. R.A.C. examination; £165.—Cutler, Walberton, Arundel, Tel. Eastgate 367. [5772]

265ms—Fiat 500, late 1939, full 4-seater convertible, excellent condition; terms; exchanges.—Rowland Smith, below.

195ms—Fiat 500, 1939 model, convertible coupe, leather, good condition; terms; exchanges.—Rowland Smith, below.

175ms—Fiat 1100, 1939, 4-door saloon, sliding head, leather, good condition; terms; exchanges.—Rowland Smith, below.

145ms—Fiat 500, 1937, convertible coupe, leather, very good condition; terms; exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

C. V. RUSHMER, Fiat specialist, offers 1954 new C. 1100 saloon, show model, 3,000 miles, as new, 80 mph, 35 mpg guaranteed; 1952 500 C Belvedere station wagon, showroom condition, radio and heater, guaranteed; April 49 1100 saloon, one owner, superb example, £495, guarantee; 1939 500 coupe, £200, guaranteed. 39, Holland Park, W.11. Park 5731. [C3061]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1938 Fiat 500, recon. engine, dynamo, new battery, set covers, carpets, reconditioned; £235 o.n.o.; H.P. arranged.—Smith, 37, Dumfries Close, Oxhey, Watford, Herts. [5745]

Fiat Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 5104, (0895/R)

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028. [0325/R]

S. S. MOTORS, Ltd.—Fiat 500cc spare stockists, retail and trade replacement service units.—165a, Westbourne Grove, W.11, Eay. 1644. [0136/R]

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 5104, open 9-6, Sats. 9-1. [0632/R]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. [0909/R]

500 1100, 1500 Fiat, full range of spares, reconditioned bench tested engines, gearboxes, radiators, dynamos, starters, distributors, in exchange; new carburetors, exhaust systems, running boards, hoods, stamp list; reconditioning and servicing.—Derrington, 159-161, London Rd., Kingston 5621-2. [81071]

FORD (8 h.p.)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Anglia 8hp saloon, registered July, black with leather cloth upholstery, spot light, link mast, mileage 5,000, one owner, with guarantee; £360. [C5042]

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

PERRY'S OF HARROW HAVE an excellent selection of post-war 8hp saloons available. [C5042]

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp Bus Depot). [0099/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Anglia, black/red, 5,000; £375.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alport, Middx. Perivale 3386 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

W. J. BROWN, Ltd., established over 30 years, Used Ford Specialists.

1953 Ford Anglia, black, 1,900 miles, one owner, unmarked; £405. [C1066]

1953 Ford Anglia, black, 4,000 miles, one owner, unmarked; £395.

1950 Ford Anglia, black, exceptional condition; £335.

339 Finchley Rd., N.W.3 Hampstead 4414. [C1025]

1947 Anglia, new interior, excellent condition throughout; £285.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common Battersea 5573. [C5005]

£275—Ford Anglia 1947, good mechanical and bodywork condition, choice of two cars.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2231. [C2008]

325 ens.—Ford Anglia, 1949, saloon, beige, carefully used, exceptional condition; terms; exchanges; Rowland Smith, below.

275 ens.—Ford Anglia, October, 1948, saloon, beige, excellent condition; terms; exchanges; Rowland Smith, below.

69 ens.—Ford 8, 1956, saloon, good tyres; terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1016]

1949 Ford Anglia saloon, excellent condition, £285; also 1939 Ford 8 saloon; £185; exchanges, terms.—Palmer, 55, York St., Twickenham, Popesgrove 1890/7087. [C5034]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R]

CAMDEN MOTORS for Fords.—Choice of 4 Prefect saloons, all in leather, from £255, and including a 1950 one-owner full de luxe model in delightful order at £395.

CAMDEN MOTORS for Fords.—Leighton Buzzard, Beds, Tel. 2041 open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

1950 cent. reconditioned engine, leather interior, type Ford Anglia, black, green leather, re-used throughout; £285.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Tel. Speedwell 5673. [5901]

PRIDE & CLARKE, Ltd.—1952 Ford Anglia saloon, black/red leather, low mileage, £349; 1950 grey/brown leather, £309; 1948 black/red or black/brown leather, one owner, choice three from £279; 1948 black/red leather, £269; 1947 black/brown or black/red leather, choice four from £259; 1946 black/brown leather, choice two from £219; 5 months' guarantee; terms; exchanges; lists.—Streckwell Rd., S.W.3 Brixton 6251. [C5068]

Ford Eight Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

FORD (10 h.p.)

1939 Ford Prefect, black, one owner, carefully used; £199.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [C1075]

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Prefect saloon, colour black, with leather upholstery, seat covers, heater, radio, twin spot lamps and link mast, spotless condition, 11,000 miles, one owner, with guarantee; £500. [C5042]

1953 Ford Prefect saloon, colour fawn with leather upholstery, fitted loose covers, heater, radio, twin spot and sunshine roof, one owner, mileage 15,000; £500. [C5042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. [C5042]

CAR MART, Ltd.

1953 Ford Prefect saloon; £495.

1950 Ford Prefect saloon, heater; £375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

PERRY'S OF HARROW HAVE an excellent selection of post-war 10hp saloons available. [C1039]

PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). [0100/R]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Prefect, fawn/red, 2,800; £525.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alport, Middx. Perivale 3386 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

£149—Ford 10 1957 model C 2-door sun roof saloon, splendid condition.—Macaulay 1265. [5881]

1951 saloon, black, leather, recon. engine, one owner, 28,000 miles; £415.—Robbins, East Putney, Tel. 6511. [C5010]

£210—1939 Ford Prefect 2-door black saloon, exceptionally clean car; £70 deposit.—Autono, Hampstead 3430. [5811]

£85—1935 Ford 10 sports tourer, excellent runner, bargain.—Bryl Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1946 Ford Prefect 4-door saloon, black and red leather; £275.—Gee Cars, Ltd., 60, Queens-town Rd., S.W.3. Mac. 5365. [5831]

1947 (Nov., 1946) Ford Prefect 4-door saloon, very nice throughout, £250.—Carter & Viner, Cooden Sea Rd., Bexhill, Tel. Cooden 145. [5859]

£195—Ford Prefect, 1939, 4-door saloon, recon. engine, leather, radio available.—Fleet, The Cottage, Mentmore, Leighton Buzzard. [C1087]

1952 Ford Prefect, black, as new, small mileage and free after sales service at—Lomax, Elizabeth House, Havant, Hants. Havant 70. [5776]

1951 Prefect saloon, leather upholstery, immaculate condition, ex. demonstration car; £395.

£290—1949 (August) Prefect, black, one owner, recent engine, excellent.—Watson, Mount House, Hertingfordbury, Hertford (3453). [5784]

£235—1940 Ford 10, black, beautiful condition.—Haverstock Garage 50 Haverstock Hill, N.W.5. Gulliver 2662. [C5072]

PREFECT, 1946, two owners only, in marvellous condition; £515; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [5899]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R]

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage) Pri. 5914. [C4006]

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, black/brown leather, low mileage, one owner; £449; 5 months' guarantee; exchanges; lists.—257, Brixton Hill, S.W.2. Tel. 2664-5. [C5068]

£215—1939 Ford Prefect 4-door de luxe; bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Capham South Tube). [C2024]

ARCHIE SIMONS & Co., Ltd., 1951 Ford Prefect saloon, colour beige, brown upholstery, nominal mileage, one owner only, as new; £445.—94, Gt. Portland St., W.1. Lan. 1545. [C4013]

365 ens.—Ford Prefect, November, 1949, saloon, leather, one owner, excellent condition; choice of 4 Prefects; terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1016]

Ford Ten Cars Wanted

1939 40 Prefect, under £200, general condition, material if body sound.—Reigate 3902. [5768]

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

1946-7 Ford Prefect saloon wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16, Streatham 8635. [W4059]

FORD CONSUL

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Consul saloon, registered June, leather upholstery, heater, radio seat covers, link mast, mileage under 5,000; £635. [C5042]

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. [C5042]

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Consul 4,000 miles only, leather, one owner; £640.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maidsa Vale 5555. [4222]

FORD CONSUL

ALWAYS Ford Consul. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022]

G ATERHOUSE offer:—

1952 Ford Consul saloon, black, one owner, leather, heater, immaculate, £575; also 1951 Ford Consul saloon, beige, heater, very clean, £560.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C5021]

COOMBS & SON (GUILDFORD), Ltd., offer:—

1953 Ford Consul, beige, red leather, heater, 6,000 miles; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Road, Guildford. Guildford 6207-8-9. [C1037]

D AGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Consul saloon, black, radio and heater, 5,900; £650.

1953 Ford Consul, power operated convertible, blue/blue, heater, 1,900; £925.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alport, Middx. Perivale 3386 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1951 Ford Consul, heater, black; £555.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4855. [C4023]

1951 Ford Consul, heater, radio, seat covers, unmarked condition; £590.—Vidier, 43, Crawford St. W.1. Pad. 4915. [4497]

1952 Ford Consul saloon, leather, heater, 16,000 miles only, one owner, immaculate condition; £575. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C5011]

CAMDEN MOTORS for Fords.—1952 model Consul saloon, de luxe series in leather with radio and heater; immaculately maintained and serviced regularly by main Ford agents; £595.

CAMDEN MOTORS. Leighton Buzzard, Beds, Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, blue/brown leather, 15,000 miles, radio, heater, one owner; £619; 3 months' guarantee; terms; exchanges; lists.—257, Brixton Hill, S.W.2. Tel. 2664-5. [C5068]

525 ens.—Ford Consul, 1951, saloon, leather, radio, heater, one owner, very good condition; terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1016]

Ford Consul Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

A DVERTISER (private) requires Ford Consul; must be reasonable price; fullest details to—Box 2375. [5721]

FULL value paid for Consul or similar; trade or privately.—54, Streatham Hill, S.W.2. Tel. 2664-5. [W3016]

FORD ZEPHYR

ALWAYS Ford Zephyr. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022]

H W. MOTORS, Ltd., offer:—

1953 Ford Zephyr, black, red leather, fitted heater, radio and underseal, guaranteed 6,000 miles. £695.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C5042]

GLANFIELD LAWRENCE offer:—

1952 (October) Ford Zephyr saloon, one owner, 15,000 miles, leather, in magnificent and unmarked condition throughout; £615.—407, High Rd., N.12 Finchley 0091. [C2055]

BRADSTOCK MOTORS, Ltd., offer:—

£685—1953 Ford Zephyr, Dorchester grey red leather, fitted radio, heater, one titled owner, 7,000 miles only, whole car as new.—Chase Rd., Epsom, Tel. 655. [C1036]

PETER BANTOCK CAR SALES offer:—

1952 Ford Zephyr 14,000 miles, green, beige leather; £595.—104, High Rd., Chiswick 2725/5870. [C1014]

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Zephyr, Dorchester grey, red leather, heater (ie owner), 14,000 miles only; £653.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maidsa Vale 5555. [4221]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Ford Zephyr, leather, radio, heater, loose covers, 11,000; £675.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7905 (5 lines). [C1003]

D AGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Zephyr, black/hide, heater, 12,000; 56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alport, Middx. Perivale 3386 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1953 (July) Ford Zephyr, black, red leather, heater, 6,000 miles, as new; £725; terms.—A. E. Palmer Motors, Ltd., Luton 4212. [5940]

EX-RAYMOND MAY'S, 1953 model, all extras, 3 carburetors, modified suspension, Bentley type headlamps, moderate mileage, as new; £695.—Stanfield Autos, Ltd., Euston 2537. [C5001]

PRIDE & CLARKE, Ltd.—1955 Ford Zephyr saloon, Dorchester grey/red leather, 4,000 miles, heater, one owner; £669; 5 months' guarantee; terms; exchanges; lists.—257, Brixton Hill, S.W.2. Tel. 2664-5. [C5068]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR
PRIVATE owner wishes to sell perfect October 1953 Zephyr, 6100 extras; best offer—Box 2977. [5725]

ZEPHYR: solicitor for estate would sell at £600; Oct. 1952, 12,680 mls., heater, radio, spotlight, first-rate condition.—Kimber, 3, Temple Gdns., E.C.4, Central 6406. [5974]

1953 Ford Zephyr saloon de luxe, leather, heater, radio, low mileage, immaculate condition; £685; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [C1054]

1953 (July) Ford Zephyr saloon, 5,000 miles only, indistinguishable from new, fitted heater; £695.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Middx. Wadlow 1891 and 4008. [5805]

1953 Ford Zephyr saloon, radio, heater, leather, 2 spot, Ace rimblinders, undersal, etc., 12,000 mls., as new; £675.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028]

1952 (September) Zephyr saloon, leather, heater, radio and heater, loose covers, one owner, low mileage, immaculate condition, guaranteed; £595; exchanges, terms.—Palmer, 55, York St., Twickenham, Popesgrove 1890/7675. [C2067]

£645—1953 model Zephyr, black, red leather interior, heater, wing mirrors, loose covers, front arm rest, 10,000 miles only, a most beautiful example.—Elm Augment, 68, Hartfield Rd., Wimbledon S.W.15. Wimbledon 4825. [C2067]

625 gns.—Ford Zephyr, November, 1952, saloon, leather, heater, one owner, small mileage, spare unused, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 model Zephyr Zodiac, in absolutely new condition throughout, beautifully finished in dark tone Dorchester grey and Winchester blue, with stone and blue leather, Motorola radio, heater, anti-theft device, screenwasher, fog and spot lamps, whitewall tyres and all the other extras of this outstanding model, 7.5 to 1 compression, the car has done 1,400 miles only since new and has been most carefully run-in and serviced by us; £625.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. [5572]

Ford Zephyr Cars Wanted
WANTED by private buyer, 1951 Zephyr.—45, Monks Ave., Lancing, Sussex. [5945]

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD (V.8)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1949 Ford Pilot saloon, colour black with brown upholstery, fitted loose covers, link male, radio, twin spot lamps, one owner, nice car; £400.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. [C3042]

GATEHOUSE offer:—

1950 Ford Pilot saloon, blue, blue leather, immaculate; £395.—Gatehouse Motors, Ltd., Highgate Village London N.6, Tel. Mountview 4444. [C2021]

H. BEART & Co., Ltd., offer:—

1950 Ford Pilot de luxe saloon, with radio and heater, finished in black with brown upholstery; a very well-kept car; £395.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1961]

CHARLES FOLLETT, Ltd., offer:—

1948 (Oct.) Ford Pilot sal. black, brown leather, H.M.V. radio and heater, exceptional condition; guaranteed £565.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

ENGINES RECONDITIONED Ltd., offer:—

1949 Ford V.8 Pilot, 35,000 miles only, black with brown leather; £325.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070]

ALAN TAYLOR MOTORS, Ltd., offer:—

1951 Ford Pilot, radio and heater; £450.

HIGH ST., Wandsworth, S.W.18. Tel. Vandeyke 4433 (5 lines). [5503]

1938 22hp V.8 saloons black, good cond., 24mpg; £145 or offer.—Wim. 7033. [5638]

PILOT, '49, blue hide, as new, under 30,000, radio, heater, taxed; £365 o.n.o.—Prospect 6818. [5865]

1949 Ford Pilot saloon, excellent condition; £350; terms; exchange.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604. [C5017]

1951 model Pilot, beautiful condition, one owner, heater, leather, great sacrifice; £350!—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

CASS'S MOTOR MART—1950 Ford Pilot saloon, black leather, genuine 17,000 miles; £425; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040]

1949 Ford Pilot saloon, radio, heater; bargain £395; 3 months' guarantee; terms and ex. changes.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5226 and 5774. [C034]

FORD V.8 30hp model 78 saloon, reg. 11.4.39, black, brown leather, reconditioned engine, Solex carburettor, excellent condition; £215.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023]

1949 Ford V.8 Pilot saloon, fitted radio and heater.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079]

1950 Pilot, fitted radio and heater, excellent condition throughout; £375; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3006]

1951 Ford Pilot saloon, showroom condition throughout, fitted heater; £415.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Middx. Wadlow 1891 and 4008. [5604]

FORD (V.8)

1948 (late) Ford Pilot saloon, leather, heater, radio, screenwashers, Goodyear Eagle tyres as new with Lifeguard tubes; £365 o.n.o.—Wray Park Garages, Reigate 2263. [5879]

1949 Ford Pilot, black, brown leather, heater, beautiful condition throughout, accept £325.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Tel. Speedwell 9875. [5900]

1938 Ford V.8 81A 4-door saloon, fitted radio, immaculate order; £185; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122 (opp. G.P.O.). [C5055]

165 gns.—Ford V.8, 1939, 22hp saloon, leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C018]

CAMDEN MOTORS for Fords.—Choice of 6 Pilot saloons, 1948-1951, prices from £345 for a 1948 saloon in Woodland green with rich fawn cloth upholstery.

CAMDEN MOTORS for Fords, Leighton Buzzard, Beds, Tel. 2041; open till 8 p.m. Mondays to Saturdays; Write for catalogue. [C1055]

91A since new, very low mileage, coachwork and interior unmarked; £295; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2051]

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AMERICAN FORD

SIMPSON MOTORS (WEMBLEY), Ltd., American Car Specialists; full list "American Cars". [C4015]

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9. [0749/R]

UTILITY—FORD OR OTHER BODIES

FORD 30hp 1937 Dagenham 4-door utility, twin spots, good condition; £220 o.n.o.—Tel. Bow 6529. [5759]

1947 Ford 10cwt Martin Walter Utilecon 7-seater, excellent running order; £235.—Macaulay 1265. [5683]

285 gns.—Ford utility, 1949 Ford, 8hp Martin Walter Utilecon, beige, fold-flush rear seating, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C018]

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good Ford cars.—Details, please, to 200, Great Portland St., London W.1. Tel. Langham 0012. [W2003]

Ford Spares and Service

NORMAND, Ltd.,
HAVE your car serviced by the experts.
SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0538]

ALLAN TAYLOR (MOTORS), Ltd.,
HIGH ST., Wandsworth, S.W.18.

MAIN Ford dealers.
LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [10093/R]

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham E.6. Grange Road 1130. [83065/R]

FRAZER NASH

ROSE & YOUNG, Ltd., offer: Frazer Nash Le Mans replica 2-seater, under 10,000 miles, very fast, immaculate condition, £1,085.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

PERFORMANCE CARS—Good selection always available, written guarantee.—See under "Sports Cars". [C5011/R]

BARTLETT—Frazer Nash-B.M.W. 327/80 and 327/55 coupes; £675 and £595; Frazer Nash-B.M.W. saloon, £450.—27A, Pembroke Villas, W.11. [C1015]

265 gns.—Frazer Nash-B.M.W., 1939, 3-litre type 320 Continental sports saloon, l.h.d., good condition; terms; exchanges.—Rowland Smith, below.

175 gns.—Frazer Nash-B.M.W., 1936, 2-litre type 45 convertible saloon, leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C018]

1938 Frazer Nash-B.M.W. type 320 saloon, this car is like new inside and out having just returned from works last month (over £400 spent); must be sold; accept £325; terms, exchanges.—Corner Garage, 90, Gorton St., Blackpool, Tel. 26838. Right 51316. [5694]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Frazer Nash-B.M.W. Cars Wanted

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27A Pembroke Villas, W.11. Bayswater 0523. [W1013]

HEALEY

1953 Austin-Healey 100 sports 2-seater, in blue, as brand new; £1,045.

1951 Healey Tickford close-coupled sports saloon, a beautiful car in grey and red leather, small mileage, almost unmarked; £850.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C5056]

B. J. HUNTER, Ltd., offer:—

1949 Healey 2½-litre sports saloon, most attractive and fast car; £575.

1947 Healey 2½-litre sports 2-seater, over 100mph, attractive; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

RICHARDS & CARR, always best value.

1953 (July) Healey-Alvis 3-litre convertible, one owner, 5,500 miles, radio, heater, perfect example; £1,295.

1953 (November) Austin-Healey, one owner, 2,500 mls., heater, Flamethrower spotlight; £1,045.

1951 Healey Tickford saloon, 21,000 miles, heater, screenwipers, carefully maintained; £845.

35 Kinnerton St., London, S.W.1. Sloane 5424. [C5045]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 481-2-3. Offer:—

1951 (Nov. 1950) Healey Abbott drop head coupe, finished ivory and black, beige leather, radio, heater, engine recently overhauled, superb car throughout; £875. [C1011]

B. J. HUNTER—Healey-Elliott saloon, exceptional condition; £699.—27A, Pembroke Villas, W.11. [C1013]

BROOKLANDS Sole Concessionaires, Healey, stock new 4-seater saloon, coupe and convertible 3-seater.

1952 Healey Abbott drop head coupe.

1951 Healey Tickford saloon, excellent.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1950 Healey Silverstone, excellent condition; £550; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3006]

ROSE & YOUNG, Ltd., offer: 1950 Healey Silverstone E-type 2-seater, exceptional condition; £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057]

£666—Healey specially built sports saloon, full 4-seater, with magnificent performance and looks; one of the finest and prettiest models we have had, costing over £2,000, irreplaceable value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Healey Cars Wanted

SILVERSTONE wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

REALLY good Healey required.—Stridling, 30, Harley House, London, N.W.1. [W1086]

RICHARDS & CARR, buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045]

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041]

BARTLETT will pay more for good Healeys.—27A, Pembroke Villas, W.11. Bayswater 0523. [W1013]

1948/49 roadster.—D. B. Corlett, 1, Crosshall St., Liverpool, 1. Central 1675 (daytime). [3385]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Welwyn 481-2-3, urgently require Healey Elliott and Tickford saloons also Abbott coupes. [W1001]

HILLMAN 10

ALWAYS
HILLMAN Minx, A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bati. 2252. [C5022]

GATEHOUSE offer:—

1948 Hillman Minx saloon, grey, one owner, 26,000 miles; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

COACHCRAFT offer:—

1948 Phase II brake; see under Utilities.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1055]

GLANFIELD LAWRENCE offer:—

1952 Hillman Minx saloon, grey, 17,000 miles, £125 worth of extras, magnificent throughout; £595.—407, High Rd., N.12. Finchley 0091. [C2065]

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx convertible coupe, black, 10,000 miles; £695.

1952 Hillman estate car, moorland grey, 17,000 miles; £675.

1952 Hillman Minx saloon, black, 24,000 miles; £650.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Hillman Minx saloon, one owner; fitted radio and heater, mileage 12,500; £575.

1951 Hillman Minx saloon, one owner since new, perfect order throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2052]

£495—1950 Hillman estate car immaculate; £165 down, Bray 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

BRADSTOCK MOTORS offer:—

1953 (August) Hillman Anniversary Minx saloon, black, red upholstery, fitted heater, overriders, one owner, negligible mileage, as new throughout; £645.—Chase Rd., Epsom. Tel. 635. [C1090]

1949 Minx saloon, black, immaculate; £445. H. A. SAUNDERS, 144, Golders Green Rd., N.W.11. Speedwell 6011. [C4004]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group Dealers, offer:—

DECEMBER 1947 Hillman Minx saloon, excellent condition; £375. [C4004]

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1938 (September) Hillman Minx saloon, black, red upholstery, recently fitted reconditioned engine and four new tyres, above average throughout, taxed; £195. [C1008]

PHENIX MOTOR COMPANY (SURREY), LIMITED, High St., Sutton, Surrey. Vigilant 1121. [C3044]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1953 (May) Hillman Minx Mark VI anniversary saloon, black, red upholstery, low mileage, exceptional condition; from £595. [C4029]

1948 Hillman Minx saloon, Phase II, black, brown leather and cloth upholstery, moderate mileage, well maintained; £545. [C3044]

PHENIX MOTOR COMPANY (SURREY), LIMITED, High St., Sutton, Surrey. Vigilant 1121. [C3044]

1953 Hillman Minx coupe, black, 8,000 miles, as new. [C4029]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

£425!!!—1948 Hillman 10 drop head coupe, this vehicle looks and runs like new.—Below. [C4029]

£345!!!—1947 Hillman 10 saloon de luxe, one of the most beautiful vehicles immaculately maintained, also choice drop head coupe; 3 months' guarantee; hire purchase, exchanges. [C2052]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

£635—Hillman Minx 1953, black, low mileage by one careful owner. [C2008]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

1947 Hillman 10 d/h coupe, outstanding; £355.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

CAMDEN MOTORS for Hillmans.—Late 1952 Phase V coupe, a very low mileage specimen in condition almost as new. [C4019]

CAMDEN MOTORS for Hillmans.—1953 (Jan.) Minx saloon, purchased direct from local resident giving up motoring for health reasons; very small mileage indeed even for a car just 12 months old; £635. [C4019]

CHOICE of 14 other Minx saloons and drop heads. New-type models as post-war from £295, pre-war models from £95; call, write or phone for catalogues.—Camden Motors, Leighton Buzzard, Beds. Tel. 201 (5 lines). [C1035]

£285—Hillman 10 1947 4-dr. sal., exceptionally good cellulose, loose covers, good mechanically; choice 2, many others. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube.) Exchanges, h.p. [C1017]

1952 export Hillman estate car, many extras, inc. heater, returning U.K. April, mileage approx. 1,600; what offers?—Box 3014. [C5872]

545 gns.—Hillman Minx 1952 series, phase V saloon, heater, one owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below. [C4022]

295 gns.—Hillman Minx 1947 four-door drop head coupe, leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6241. [C4018]

1951 Hillman Minx saloon, black with brown leather, very well maintained; £495.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

1950 (Oct.) Mark IV Hillman Minx, black/red, heater, 22,000 miles, overhauled, 19,000, carefully maintained; £465.—236, Staines Rd., Twickenham Pop. 4111. [C4022]

1953 (July) Hillman Minx 3,000 miles only, new condition throughout, unrepeatable at £645.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C4003]

1950 Hillman Minx saloon, supercharged engine, fastest of its type, in really immaculate condition; £475.—Arnott's Garages, Orange Rd., Willenden N.W.10. Will. 7571. [C5820]

1947 Hillman 10 saloon, beautiful condition, £295; also 1940 Hillman 14 3.5L saloon, spotless condition real opportunity; £235!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011]

1950 Hillman Minx saloon, black, red, manufacture reconditioned engine, bodywork unmarked, excellent tyres; £475.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. [C5668]

1950/51 (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £450.—R. F. Mead (Sales), Ltd., 45, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011]

XXX really immaculate Hillman Minx Phase III convertible 4-seater coupe (registered January, 1950), beige with red leather and loose covers, quite immaculate one owner car, thoroughly recommended with written guarantee; £640; terms, exchanges.—R. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

1937 Hillman Minx 4-door 4-seater sports tourer, blue line, full all-weather equipment, thorough mechanical overhaul within 5,000 miles including king pins/bushes, engine, carburettor, starter, dynamo, electric, clutch, axle, etc. just completed first decarbonisation since overhaul fitted brand new battery; £135.—Donne, 7, St. James Mansions, N.W.6. Tel. Maida Vale 8283. [C2000]

HILLMAN 16

ROYS offer: £50 deposit. Hillman 16 saloon, 1937, reconditioned engine, coachwork unblemished; cash £150; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 6894. [C3059]

Hillman Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ROOTES, Ltd., [C4018/R]

DISTRIBUTORS. [C4018/R]

REQUIRE modern low-mileage Hillman cars. [C4018/R]

BIRMINGHAM.—Lower Temple St. (Central 8411.) [C4018/R]

MANCHESTER.—129, Deansgate. (Blackfriars 6677.) [C4018/R]

MAIDSTONE.—(Maidstone 3533.) [C4018/R]

CANTERBURY.—(Canterbury 3252.) [C4018/R]

WROTHAM Heath.—(Borough Green 4.) [C4018/R]

ROCHESTER. (Chatham 2231.) [C4018/R]

ROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 3401. [C4018/R]

E.M.A., Ltd., Grove Rd., Southsea. Portsmouth 2168. [C4018/R]

HILLMAN Minx post-war urgently required.—6, Rodmarton Mews, W.1. [W2066]

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

XXX H. J. Edwards offer immediate cash for Hillman cars.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [C4018/R]

FULL value paid for Hillman or similar; trade or privately.—34, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

WHY accept less for your Hillman Minx saloon, coupe or estate car when you can get its full market value from: [W3016]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

BIRMINGHAM and Midlands.—Low mileage Hillman motor cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [C0088/R]

NOTTINGHAMSHIRE distributors Humber Hillman always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46361. [C0552/R]

Hillman Spares and Service [C0552/R]

NORMAND, Ltd., [C0552/R]

HAVE your car serviced by the experts. [C0552/R]

SATISFACTION guaranteed. [C0552/R]

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C0552/R]

LONDON & COUNTIES MOTOR MART, Ltd. [C0552/R]

HILLMAN repair specialists (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [C0676/R]

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [C4038/R]

HOTCHKISS [C4038/R]

GE [C4038/R]

1936 3½-litre 27hp Paris-Nice Hotchkiss, fitted

outstandingly modern coachbuilt 2-door 4-seater drop head coupe body by Henri Chapron of Paris, with long flowing lines, three-position hood, and swept-back incorporating spacious luggage compartment; immaculate Burgundy-red, brand new beige hood, finest ivorywhite leather, polished fascia-rim/finlets, equipped Marchal lighting, top/passlights, flashing indicators, French-horn, cigarette-lighter, etc., new tyres superb engine; terrific performance; fully serviced; 245 guineas, written guarantee, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]

1935 Paris-Nice Hotchkiss saloon; £125.—Glam-Mon Motors, Ystrad Mynach, Glam. Tel. Hengoed 112. [C5603]

1939 Hotchkiss Paris-Nice sports saloon; £500.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

BARTLETT.—Hotchkiss 1949 late sports saloon, radio, heater, etc., one owner; £695.—27a, Pembridge Villas, W.11. [C1015]

1935 Paris-Nice Hotchkiss saloon, fitted radio, heater, screen washers, fog lamps, extensively overhauled, modified 8:1 compression, S.U. carbs, excellent condition and performance, 21mpg; £175.—Box 2923. [C5042]

Hotchkiss Cars Wanted [C5042]

REQUIRED, good used Hotchkiss.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

H.R.G. [W2000]

H.R.G. ENGINEERING CO., Ltd., for makers' spares, repairs and service.—Oakcroft R/L, Tolworth, Surbiton, Surrey. Elmbridge 4483. [C0570]

H.R.G. 1949 1.500, B.R.O., excellent throughout, engine, fully overhauled, hydraulics, telecontrol; £550; see London area.—Box 2888. [C5582]

H.R.G., single-seater, racing Le-Francis engine, close-ratio Wilson box, Girling brakes, easily converted to road use, first-class mechanically; £750 or offer.—Edwards, Rutland House, Bicester. Tel. 501. [C5209]

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CHARLES FOLLETT, Ltd., have a large stock of spares. [C4018/R]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. [C4018/R]

SPARE parts. [C4018/R]

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C0594/R]

HUDSON [C0594/R]

1937 Hudson 22hp, new engine fitted, 4.6-seater saloon; £275; 3 months' guarantee, terms and exchanges. [C4018/R]

JACK WILLIAMS MOTORS, Ltd., 169, Prior Rd., Hornsey, Mountview 5238 and 5774. [C4018/R]

£135—1938 Hudson 22hp 4-door saloon; £65 down. [C4018/R]

—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1034]

£275!!! 1940 Hudson 16.9 touring saloon; steering-column gears, modern radiator treatment and six-seater body styling with post-war lines, a very economical and fast touring saloon; delightful to drive. [C1034]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

ENTHUSIAST'S car: Hudson Straight 8 drop head coupe, black with grey hood, showroom condition, coach-built, radio, heater, loose covers, maintained by your present motor cycle or car; always 200 cars under £400 to choose from. [C1035]

HUDSON Spares and Service [C1035]

MANCHESTER.—Hudson spares and repairs. [C1035]

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C0861/R]

MANCHESTER.—Distributors of Hudson cars; large stock of spares; repairs and overhauls.—Ardwick 4561-7. [W2059]

WILLIAM ARFOLD, Ltd., Upper Brook St., Manchester, 13. [C0517/R]

HUMBER [C0517/R]

RAYMOND WAY. [C0517/R]

RAYMOND WAY of Kilburn. [C0517/R]

RAYMOND WAY, the hire purchase specialists. [C0517/R]

1950 Humber Hawk saloon, in really superb condition, fitted radio and heater, recorded mileage under 30,000, a roomy and economical family saloon; choice of 3 from £595. [C4047]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C4047]

TOM GARNER, Ltd., offer:— [C4047]

1953 Humber Hawk Mark V saloon, gun with red leather, heater, radio, 5,000 miles only; £1,395. [C4047]

1952 Humber Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only; £875. [C4047]

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

B. J. HUNTER, Ltd., offer:— [C2020]

1952 Humber Hawk saloon, showroom condition throughout; £695. [C2020]

1951 Humber Super Snipe saloon, positively unmarked; £625. [C2020]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

H. A. SAUNDERS, Ltd., offer:— [C2040]

1952 Humber Super Snipe touring limousine, black with beige upholstery; heater; £795. [C2020]

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2020]

WARWICK WRIGHT, Ltd., offer:— [C2020]

1951 Humber Pullman limousine (7-passenger), black with brown hide upholstery to front and rear, fitted radio and heater, 6,000 miles; £1,395. [C2020]

1953 Humber Super Snipe saloon, radio and heater, black, 7,000 miles; £1,225. [C2020]

1952 Humber Super Snipe saloon, satin bronze, heater, 6,000 miles; £875. [C2020]

1952 Humber Hawk saloon, heater, satin bronze, 4,000 miles; £795. [C2020]

1953 Humber Hawk saloon, black, heater, 10,000 miles; £695. [C2020]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., [C4045]

100% Rootes Group dealers. [C4045]

IF you are interested in the purchase of a used [C4045]

car, we offer only specimen cars at moderate [C4045]

prices. Our part exchange allowance prices are [C4045]

really fair and we wish to be helpful regarding finance [C4045]

facilities. We hold comprehensive stocks of Hawks, [C4045]

Snipes and Pullmans from £650 to £1,450; trade en- [C4045]

quiries welcomed.—609, Kenton Rd., Harrow. Words- [C4045]

worth 7905. [C1008] [C4045]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. [C4045]

100% Rootes Group Dealers, offer:— [C4045]

TWO 1949 Humber Super Snipes; £475 each. [C4045]

MARLBOROUGH Works, Kenton, Tel. Wordsworth [C1008/R]

7805 (5 lines). [C1008/R] [C1008/R]

COOMBS & SONS (GUILDFORD), Ltd., offer:— [C1087]

1952 Humber Super Snipe, grey and grey leather, [C1087]

radio, heater, etc., 12,000 miles; £700. [C1087]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth [C1087]

Rd., Guildford. Guildford 6297-8-9. [C1087] [C1087]

1951 16hp Hawk, bronze, heater, one careful [C1087]

owner. £375.—Campbell Symonds, Wembley [C1087]

6362. [C1087] [C1087]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HAWK, '49, one owner, 29,000 miles; £475.—Valentine 4674 after 6. [C2018]

1949 (May) Humber Super Snipe saloon, grey, one owner, total mileage 26,000, in excellent order throughout; £450. [C2056]

LYNE FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2056]

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., 4, High Rd., Waltham Cross, Herts. Tel. W. 2760. [C3291]

1951 (Aug.) Pullman limousine, black, heaters, company director's car, spotless throughout; £850.—Campbell Symonds, Wembley 6262. [C1037/1]

FOR sale, Humber Super Snipe new May, 1953, mileage 10,500, in excellent condition, seat covers and wireless set, wheel covers; £1,000.—Box 2666. [C5097]

1953 Humber Super Snipe saloon, Alpine mist, radio, heater, many extras, immaculate; £1,075.—Carris Motors, Ltd., Lee Green 8565. [C5607]

1951 Humber Super Snipe, black, 20,000 miles, superb condition; £645.—H. C. Paul, Ltd., 32, Bruton Place W.1. Mayfair 0821/2. [C3040]

1951 Humber Hawk Mark IV saloon, in very nice condition, radio; £645.—Gordon Wooderson, 48a, Dreveston Rd., S.W.16. Streatham 8638. [C3045]

1951 Humber Hawk saloon, black with brown leather, well maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022/1]

1950 Humber Super Snipe saloon, 25,000 miles, exceptional condition; £575.—Jacquier, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6677. [C3043]

1953 (Aug.) Humber Super Snipe, 5,000 miles; £1,100.—The Car Club (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050/1]

1948 Humber Super Snipe, body grey, one owner, mileage 50,610, replacement engine fitted January, 1952; £350.—Perry, Oulton Broad 404-5. [C5688]

1947 Humber Sedan, H. J. Mulliner body; £575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

1950 Humber Super Snipe saloon, black with brown leather, one owner, 14,000 miles, immaculate condition; £645.—H. C. Paul, Ltd., 32, Bruton Place W.1. (Mayfair 4404). [C4022]

REAL opportunity!!! 1952 (Aug.) Humber Super Snipe, immaculate condition, one owner, 18,000 miles; £695!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011]

CAMDEN MOTORS for Limousines.—The largest selection in the country—over 60 in stock, including a large number of pre- and post-war; see under "Limousines" classified. [C1035]

£395!!! 1948 Humber Snipe 18hp de luxe saloon, speedometer reads 18,000, whole vehicle spotless and as new; also choice 1948 Hawk 14hp saloon; 3 months' guarantee; hire purchase, exchanges. [C421-423]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C3052]

575 m.s.—Humber Hawk, 1951 model Mark IV saloon, sliding head, leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below. [C4018]

445 m.s.—Humber Super Snipe, 1949 saloon, sliding head, leather, radio, heater, good tyres, excellent condition; terms, exchanges, list open 9-7 weekdays and as new; also choice 1948 Hawk 14hp saloon, (Hampstead Tube). Hampstead 6041. [C4018]

1953 Humber Hawk Mark IV, green with heater, H.M.V. radiomobile, mileage 12,500, new condition, privately owned.—E. Lord, D. McMaster & Co., Ltd., Mount Bures Works, Bures, Suffolk. Tel. Bures 351-2. [C5228]

1952 Humber Super Snipe saloon, grey with grey leather, one owner, 10,000 miles, immaculate condition; £675.—R. S. Mead (Sales), Ltd., 21, Queen St., Maidenhead, Tel. Maidenhead 5431-2. [C3011]

SEPT. 1952 Humber Super Snipe, gunmetal, with grey upholstery, heater, radio, fog and drive lamp, screen washer, etc., one owner only, sold and serviced by us since new; £735 or near offer.—Cook's Garage, 53, St. John's Rd., Woking, Surrey. [C4995]

£480—1950 (July) Humber Hawk saloon, fitted with heater, spots, colour green, beige leather, taxed March, car unmarked; ¼ deposit accepted.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924. [C5688]

ROSE & YOUNG, Ltd. offer: 1952 Humber Super Snipe saloon, 12,000 miles only, fitted radio and heater, black; £675.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). [C3057]

XXX 1952 Humber Super Snipe Mark III, one owner since new, black with red leather, fitted with heater and loose covers, low mileage; written guarantee; £795; terms, exchanges.—H. F. Edwards, 23, Upper High St., Epsom, Surrey. Tel. Epsom 9405. [C2001]

HUMBER Hawk saloon, Mark V latest model, silver grey, red leather, immediate delivery, stock, at the new reduced price £995/14/2, also available the new Sunbeam Alpine 2-seater, in ivory with red leather, £1,269; part exchanges and confidential gradual payments scheme available. [C3012]

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020]

ARCHIE SIMONS & Co. Ltd.—1953 (Nov.) Humber Pullman limousine, colour black, hide upholstery throughout, power operated division, large face forward occasional, fitted radio and heater, 1,600 miles only, virtually as new, delivered new; £1,695.—98, St. Fortland St., W.1. Lan. 1342. [C4012]

CAMDEN MOTORS for Humber.—1950 Super Snipe saloon, fitted built-in heater, screenwash, Tygan covers, one private owner, bills available for regular servicing by Humber Rootes distributors; £495; four other Super Snipes available, new-look 1949-50 models from £425 and a 1950 special Super Snipe drop head with Tickford bodywork; a very scarce model in superb condition. [C1035/1]

CAMDEN MOTORS for Humber.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035/1]

1951 Humber Pullman limousine, reg. Dec. 1950, one owner, one chauffeur-driven, superb condition throughout; £975. [C4060]

SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060]

1953 (latest type) Humber Super Snipe saloon, fitted radio with dual speakers, heater, loose covers, 5,000 miles only, absolutely as new; £1,120.—Harry Martin, 23, Devonshire Place Mews, W.1. [C5907]

A&S Limousine Specialists—offer unique range selected low mileage carefully maintained carriages—mechanical guarantee certificate. [C1006]

IMOUSINE, modern 24hp, partition, forward occasional, leather throughout, genuine mileage 31,000, 1952-condition, privately owned, magnificent specimen. [C1006]

IMOUSINE, 1947, fitted edge Pullman, partition, forward occasional, leather also cloth upholstery, reasonable mileage, private, bargain value. [C1006]

IMOUSINES, extensive range 1949/1950, partition, forward occasional, leather also cloth, heater, radio, heater, obviously low mileages, certified mechanically, showroom condition. [C1006]

IMOUSINES, 1951/52, Pullmans also Imperials, forward occasional, leather also cloth, heater, radio, carefully maintained carriages, mileage 10,000, competitive prices, detailed list posted. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair. [C1006]

Humber Cars Wanted

R ROOTES, Ltd.

D DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars

BIRMINGHAM—Lower Temple St. (Central 8411.)

ROCHESTER—(Chatham 131.)

WROTHAM Heath.—(Borough Green 4.)

MAIDSTONE—(Maidstone 3333.)

MANCHESTER—129, Deansgate (Blackfriars 6677.)

CANTERBURY—(Canterbury 3252.)

ROOTES, Ltd. Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C5306]

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ram 6041. [W4018/R]

E M.A., Ltd., Grove Rd., Southsea, Portsmouth 2168. [W2037]

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halesowen, Walsley, Staffs. [C1030/R]

PRIVATE buyer requires Super Snipe saloon, late 1952-53, in one ownership; only private seller need apply.—Tel. Ent. 4622 after 7 p.m. [C5576]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St. Birmingham 2. [C0086/R]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46381. [C0553/R]

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [C0998/R]

JAGUAR

H ENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

H ENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843.)

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BOURNEMOUTH (Bournemouth 6314.)

NORTHAMPTON (Northampton 907.)

CAMBERLEY (Camberley 77.)

HOUSLOW (Houslow 3454.)

FINCHLEY (Finchley 0081.)

G GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

H ENLYS, Ltd. England's Leading Motor Agents. [C0027/R]

DICKS.

1947 Jaguar 1½-litre saloon, special equipment model, fitted disc; £450. [C1072]

1946 Jaguar 1½-litre saloon, special equipment model; £395. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

COACHCRAFT offer:—

£360 o.n.o. 1947 model 2½, Jaguar special equipment saloon, very low mileage and an outstanding specimen of this rare model; 3 months' mechanical guarantee, terms, exchanges, etc.—Coachcraft, Elm Rd., Evesham, Tel. 6579. [C1053]

JAGUAR

H. A SAUNDERS, Ltd.

1946 (Nov.) Jaguar 1½-litre special equipment saloon, new engine fitted 5,000 miles back, immaculate in every way; £425.—326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

TOM GARNER, Ltd., offer:—

1953/4 Jaguar XK120 convertible, grey with red leather, radio, etc., 1,500 miles only; £1,485. [C4040]

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 3263-5-7. [C4040]

HAROLD SIMONS, Ltd., offer:—

1950 Jaguar Mark V saloon, grey, brown hide, sun roof, a superb car throughout; £745.—Below. [C4040]

1947 Jaguar 1½ saloon, black, tawn leather, sun roof, good appearance and mechanical condition; £465; 3 months' written guarantee; service after sale; exchanges, deferred, trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4045]

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mark VII saloon, low mileage, fitted extras, black; £1,125. [C4045]

1951 Mark VII saloon, low mileage, l.h.d., immaculate condition, black; £865. [C4045]

XK120 2-seater, 3,000 miles only, as new, suede green; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). [C3057]

CHARLES POLLETT, Ltd., offer:—

1950 Jaguar Mk. V saloon, suede green leather, radio and heater, fully serviced and guaranteed; £745. [C4045]

18 Berkeley St., W.1. Mayfair 6266. [C4045]

SERVICE Works and Stores: Barnsdale Yard off Egin Ave., W.9. Cunningham 5936. [C2010]

PHILIP RICKARDS, Ltd., offer:—

1953 Jaguar Mk. VII saloon, grey, 3,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

WARWICK WRIGHT, Ltd., offer:—

1953 Jaguar Mark VII saloon, black, heater, 2,000 miles; £1,475. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1952 (January) Mark VII saloon, grey/grey leather, 18,000 miles, faultless condition; £1,175. [C4001]

1951 Jaguar Mark V saloon, 16,000 miles, black/beige leather; this car can only be described as faultless throughout and for smoothness and silence of running can have few equals short of a brand new car; £895.—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3. [C4001]

CARTWRIGHT HAMILTON CARS offer:—

1951 model Jaguar XK120, untraced, ivory, no modifications super; £885.—282, Kensington High St., W.14. Western 0307-8. [C5887]

PARADE MOTORS (MITCHEM), Ltd., offer:—

1940 Jaguar 1½-litre sports saloon, black; £225. [C3036]

1937 Jaguar 100, black; £295. [C3036]

PARADE MOTORS (MITCHEM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3036]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar XK120, black with beige leather, total mileage 27,000, in exceptionally good condition throughout; £900. [C1067]

1950 Jaguar XK120, black with beige leather, mileage 21,000, in excellent condition; £895. [C1067]

1947 Jaguar 1½-litre, black/beige leather, disc, heater; £425. [C1067]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Tel. 6297-8-9. [C1067]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1938 (late) 1½-litre Jaguar saloon, green, green leather upholstery, fitted radio and heater, over £200 has recently been spent on this car and the condition throughout is commensurate with a post-war car; £295. [C3044]

PHENIX MOTOR COMPANY (SURREY) LIMITED, High St., Sutton, Surrey, Vigilant 1121. [C3044]

BROOKLANDS: Individuality, new and used cars.

1952 Jaguar XK120 open 2-seater, special works modifications; cost £2,200; price £1,275. [C1029]

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029]

1953 Jaguar Mark VII saloon, 8,900 miles.—Weybridge 600. [C4023]

1950 (July) Jaguar Mk. V 3½ saloon, gunmetal grey, one owner; £599; terms and exchanges. [C5565]

ROSS MOTORS, Ltd., Regent St., Hinkley, Tel. Hinkley 556. [C5565]

1949 Jaguar 3½-litre Mark V saloon, grey, grey leather interior, equipped with radio; £625. [C5653]

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 1663. [C5653]

1952 Jaguar Mark VII saloon, gunmetal, red interior, equipped with radio; £1,325. [C5655]

PARKERS, Ltd., Bradshawgate, Bolton 4080. [C5655]

1951 Jaguar XK120, ivory, brown leather, ex cond.; £875. [C4029]

TICKFORD, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

BEARDS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3548. [C0081/R]

1939 model 14hp Jaguar d/h coupe, fine condition; £250.—Bathgate, Puckington Rectory, Minster. [C5594]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1953 Jaguar Mark VII saloon, 8,000 carefully driven miles, in as new condition, numerous extras; price £1,375.

1952 Jaguar Mark VII saloon, 20,000 miles, fitted 5-1 compression, a specimen car; price £1,225.

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines).

375 gns.—Jaguar, 1947, 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Jaguar, 1936, 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead). [C4018]

1953 Mark VII, one owner; £1,325; perfect, of course, from Anthony Crook Motors, Caterham 2235, Surrey. [C1063]

£1045—1951 (August) Jaguar Mark VII saloon, grey, grey leather upholstery, recorded mileage 17,000, fitted heater and radio.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1951 model XK120, black, one owner, low mileage, all modifications, never raced, as new; £820 o.n.o.—Leatherhead 2888. [C1090]

£495!!!—1948 Jaguar 3½ de luxe saloon, magnificent specimen condition, whole car looks and runs like brand new.—Below.

£495!!!—1948 Jaguar 1½ de luxe saloon, bodywork like new, interior spotless; choice of 2.—Below.

£295!!!—1939 Jaguar 3½ de luxe saloon, looks and runs as well as 1948 model advertised above.—Below.

£295!!!—1939 Jaguar 1½-litre drop head coupe, excellent vehicle, recently overhauled; at bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East London). [C2056]

1953 (May) Mk. VII saloon, black/brown leather, heater, loose covers to front seats, 5,500 miles; £1,450.—J. Fricker, Ltd., Park 5077. [C2016]

1½-litre Jaguar for sale, black, perfect order.—J. W. Studholme, 12, Crescent Rd., Wimbeldon, Westmorland. [C1947]

2½ S.S. Jaguar 1936 black saloon, immaculate appearance.—J. J. Waldron, Mackworth Hotel, Mackworth, Derby. Tel. Kirk Langley 324. [C1972]

1951 Jaguar Mark 3½-litre drop head coupe, heater, beautiful condition; £925.—Ralph Davis, Ltd., Pottery Bar 2371. [C1819]

1954 Mark VII saloon, speedometer 249 miles, indistinguishable from new; £1,495.—I. Sewall Highway, Coventry. [C1771]

1949 Sept., Mark V Jaguar, black, brown leather, 32,000 miles only, as new; £675.—Cyril Sheppard, of Reading, Sonning 2345. [C1836]

1939 3½-litre Jaguar, excellent condition throughout, many extras; £525.—Jacqueline, Ltd., 225-7, Hammenham Rd., W.6. Riverside 8677-R. [C2005]

1951 XK120, all modifications, in excellent condition throughout; £875.—Louis & Co., 56, Lancaster Mews, London, S.E. Paddington 9196. [C2069]

1948 Jaguar 1½-litre S.E. saloon, lavender, grey, delightful car; £515.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. [C2057]

1952 Jaguar Mk. VII saloon, grey with red leather, 13,000 miles, carefully used; £1,245.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C2022]

XK120 1951 high axle ratio, stiffer suspension, heater, Ace Rimbellishers; £875.—R. I. Sloane & Carr, 35, Kinnerton St., London, W.1. [C3045]

1946 Jaguar 1½-litre, splendid mechanical condition, immaculate appearance; £375; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6123. [C1941]

JAGUARS—Please apply for particulars of our comprehensive stock of Jaguars for sale at reasonable prices.—Chapman Garages, Ltd., Ledbury Rd., W.11, Bay, 2949. [C1042]

J. DAVY, Ltd., offers Jaguar XK120, 9,000 miles, un-raced; full details on request, £1,095; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069]

1953 Jaguar Mk. VII saloon, British racing green, 1,800 miles, heater; this car is really as new; can be delivered; £1,475.—South Devon Garages, Market St., Torquay. Tel. 2223. [C597]

1952 (February) Jaguar Mark VII saloon, grey with red leather, under 15,000 miles, genuine, loose covers, heater, screen washers, fitted rubber floor mats, twin wing mirrors, one owner, immaculate; £775. G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025]

C-TYPE Jaguar competition 2-seater, late 1953, 160 m.p.h. virtually as new, one of the first ever offered.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046]

1940 Jaguar 1½-litre saloon, bodywork, engine, excellent; 2½-litre battery, only done 51,000 miles, carefully used, very reasonable; £325 for quick sale.—Tel. Pottion (Beds) 261. [C5746]

1951 (May) Jaguar XK120, bronze, moderate mileage, good condition throughout; £725; terms and exchanges.—Kendalls Garage, Ansty Rd., Coventry. Tel. Walsgrave 2555. [C5770]

1951 Jaguar XK120, bronze, moderate mileage, absolutely unmarked, twin exhausts; bargain, £375.—Silverstone Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011]

JACK ROSE, Ltd.—1950 Jaguar Mark V saloon, in black and brown hide, recently overhauled at great expense, open to any examination; £690.—Stafford Road, Wallington, Surrey, Wallington 6677. [C3096]

1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £400.—Beardmore, 26, Queensway, W.2. Bayswater 0134. [C1015]

XK120, 2-seater, special equipment, B.R.G. saloon, just 11 months old, genuine mileage 7,550, Bushey Heath, Herts 1985. [C2017]

CAMDEN MOTORS for Jaguars.—1953 Mark VII saloon, just 11 months old, genuine mileage 7,550, all extras, radio, heater, wing mirrors, superbly maintained by experienced engineer; £1,445.

CAMDEN MOTORS for Jaguars.—Mark V 3½-litre drop head, 1950, very scarce right-hand drive, four-seater coupe, finished silver-grey with red leather, all extras as above, special leather hood; £745.

CAMDEN MOTORS for Jaguars.—Mark V saloon, March, 1949, just run 1,000 miles since comprehensive overhaul by county distributors, new set of Goodyear Eagle tyres fitted, extremely good order throughout; £625.

CAMDEN MOTORS for Jaguars.—1940 3½-litre special equipment saloon, runs like a post-war car, heater, discs, pass lights, very smart; £295.

CAMDEN MOTORS for Jaguars.—1946 3½-litre saloon, stylish looking car, good hood and tyres; £295, all round; £365.

CAMDEN MOTORS for Jaguars.—2½-litre saloon, February, 1948, full special equipment with discs, heater and screenwash, beautiful order; £445.

CAMDEN MOTORS for Jaguars.—1939 drop head four-seater coupe, finished in metallic bronze, smart stylish looking car, good hood and tyres; £295.

CAMDEN MOTORS for Jaguars.—1948 1½-litre saloon, fitted radio and discs, black with red leather interior, moderate mileage; £495.

CAMDEN MOTORS for Jaguars.—1947 1½-litre saloon, special equipment model, original finish in silver-grey with red leather interior long range head lamps, pass lights, windmill horn, etc.; £445.

CAMDEN MOTORS for Jaguars.—1940 1½-litre saloon, looks identical to its post-war successor and is in comparable condition, new tyres; £345.

CAMDEN MOTORS for Jaguars.—1939 1½-litre saloon, a very bright looking car, nicely finished in Jaguar green with leather upholstery to tone, excellent performance and value; £295.

CAMDEN MOTORS for Jaguars.—1½-litre drop head four-seater coupe, 1938 (June), replacement engine fitted under 12 months ago, attractive stylish looking car; £265.

CAMDEN MOTORS for Jaguars.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

DUNCAN HAMILTON & Co. offer 1951 Jaguar Mark VII saloon, 8,000 miles, leather, grey with red leather, fitted heater, export model, one owner; £1,125.—Imperial Motor Mart, Royal Crescent, Cheltenham, Tel. 2065. [C1091]

1940 2½-litre Jaguar saloon, excellent condition throughout, rebored, crankshaft reground, etc., recollimated; £275; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Midx, Tel. 2960. [C2035]

1948 3½-litre Jaguar saloon, black with red leather, 18,000 miles, sun roof, radio and heater, whole car indistinguishable from new; £450, taxed.—Imperial Motor Mart, Royal Crescent, Cheltenham, Tel. 2065. [C1700]

XK120 1951 model sports 2-seater, ivory with red leather, standard model, no modifications, low mileage and in excellent mechanical condition; never raced; private sale; £850 o.n.o.—Tel. Birmingham South 3018. [C1032]

£389!!! Another value for money bargain; 1947 3½-litre saloon, black with brown leather in beautiful condition, good sound engine, a delight to drive, trial invited; terms, exchanges.—Traynor Motors of East Ham, Grangeview 2550. [C4032]

1953 (July) Jaguar Mark VII saloon, 5,200 miles, grey with red leather, radio with extra speaker in rear of car, twin exhaust pipes, inspection lamp, taxed for 1954, indistinguishable from new; £1,565.—E. D. Cudge & Co., Jaguar Agents, Ipswich. [C562]

1953 (June) Jaguar Mk. VII saloon, 7,000 miles, one owner, Jaguar distributor director's car, fitted R.M.V. radio and rear heater, Ace Rimbellishers, mechanical and coachwork condition immaculate, British racing green and green upholstery; price £1,265.—Bellamy, West Park, Grimsby, Tel. 3558. [C589]

1947 Jaguar 1½-litre saloon, finished in the original and unblemished black with brown leather interior, this is the special equipment model with Ace discs and heater, etc., fitted twin chrome exhausts, mechanically in really excellent condition throughout, a most attractive specimen; £450.

MAIDSTONE ENGINEERING CO. Cross St., Pendleton, Salford, 6, Manchester. Tel. 3457. [C3000]

1936 Jaguar 12hp sports saloon, excellent engine, good tyres and battery; £145 & £50 deposit, balance over 12 months; exchanges, insurance; 50 cars in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C580]

Jaguar Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD) Ltd. [W4018/R]

URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford, Tel. 62007. [C0234/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill N.15. [C0234/R]

MAIN dealers urgently require modern Jaguar cars. [W4002/R]

XK120 wanted in good condition for cash.—Valentine 4674 after 6 p.m. [W3018]

XK120 required. See under Sunbeam-Talbot Box 2960. [C5714]

MARSTON MOTOR CO. Ltd. for your Jaguar.—Tel. Sta 3000. Seven Sisters Rd., Tottenham, N.15. [C1018/R]

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex, Ealing 6841. [W3041]

BARTLETT will pay more for good Jaguar.—27A, Pemburda Villa, W.11. Bayswater 0523. [W1013]

RICHARDS & GARR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

Jaguar Cars Wanted

FULL value paid for Jaguar or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

LONDON CARS urgently require 1946-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. [W2057]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4615. [W4034/R]

Jaguar Spares and Service

HENLY'S, Ltd. [C0315/R]

ENGLAND'S Largest Jaguar Service Station. [C0315/R]

GREAT West Rd., Brentford. (Ealing 3477.) [C0315/R]

SPARES and replacement engines for all models from 1936. [C0315/R]

AND at Manchester, Cheetham Hill Rd., Denagate 6216-7. [C0315/R]

QUICK completion of repairs. [C0315/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15. [C0315/R]

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lane, N.15. Palmers Green 3651-2-5. [C0315/R]

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. [C0315/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4615. [W4034/R]

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [C0315/R]

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080. Denagate, Manchester. [C0315/R]

WIMBLEY COURT MOTORS SERVICE STATION—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars; Wimbley Court Motors Service Station, Forty Avenue, Wimbley, Arnold 1154-5. [C0315/R]

JEEP

JEeps, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [C0320/R]

JEeps—Britain's leading Jeep specialists, all spares in stock; prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service. [C0320/R]

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013 0621. [C0241/R]

£120 buys a special bargain.—See Metam famous for 12 conversions.—99B, Belsize Lane, N.W.3. Hampstead 8251. [C0327/R]

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C0306]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.—hoods, basket seats, brake lining, etc., etc.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919. [C0355/R]

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

Jeep Spares and Service

JEOP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 26, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4733. [C3066]

JENSEN

BROOKLANDS: Individuality, new and used cars. [C0306]

NEW Jensen Interceptor for early delivery; particular care available on "541". [C0306]

1952 Jensen Interceptor d.h. coupe, small mileage. [C0306]

BUY or sell your car with confidence. [C0306]

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

JOWETT

WELBECK MOTORS, Ltd. [C1029]

FOR the largest Jowett agents in the country. [C1029]

THE new Mark 1A Jupiter is now in steady production and only repeat only—at Welbeck Motors can this model be seen and tried; only Welbeck Motors, Ltd., can offer immediate delivery ex-stock of this model at £1,028. [C1029]

THIS week we would like to draw your attention to 2 virtually new Javelins; both have covered approximately 4,000 miles, both are identical to new, both are offered at over £200 under list price. [C1029]

1953 Javelin standard saloon, in gold with beige leather; £675. [C1029]

1953 Javelin de luxe saloon, in green with beige hide; £750. [C1029]

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3391 (6 lines). [C4049]

DICKS [C1029]

1952 Jowett Javelin saloon de luxe, really as new; £395. [C1029]

1950 Jowett Javelin saloon de luxe, most superior condition; £495. [C1029]

DICKS CAR SALES, Ltd. 585-601, High Rd., Kilburn, Malta Vale 6888-9. [C1072]

CAR Mart, Ltd. [C1072]

1952 Jowett Javelin saloon, radio, heater; £645; Car Mart, Ltd., 320, Euston Rd. W.1. Euston 1212. [C1059]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

CLARKES OF PIRBRIGHT.

THE Jowett centre of the south offer:—

1950 Javelin de luxe saloon, one owner; £525.

NEW Javelin available from stock.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey, Tel. Brookwood 2201. [C1049]

COLLIVER-FISHER, Ltd., offer:—

A most outstanding specimen, 1952 Javelin de luxe, maroon, beige leather, in spotless condition; £625. (late) Javelin saloon, engine fitted with hardened crankshaft, etc.; £450.—Northwood, Middx. Tel. 777 (4 lines). [5799]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 Javelin de luxe saloon, grey and red, 3,900 miles; £795.

1951 Javelin de luxe saloon, radio, 22,000 miles; £595.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jowett Javelin, black, beige leather, heater, 8,000 miles, one owner; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU20 0-9. [C1057]

CLAND & TABOR, Ltd., Welwyn By-Pass, Kerts, Welwyn 481-2-3, offer:—

1949 Jowett Javelin saloon, finished sand, red leather, radio, heater, excellent car throughout; £465. [C1001]

1953 Jowett Javelin saloon, black, delivery mileage only, new condition throughout; £795.—See below.

1952 Jowett Javelin saloon, bronze, heater, one owner, extras, a specimen model, any inspection invited; 3 months' guarantee; £565.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054]

1952 (January) Javelin, 14,000 miles, as new, all extras; £595.—Mansfield Autos, Ltd., Euston 5587. [C3001]

1952 Jupiter, red, heater, radio, luggage rack, excellent condition, spare unused; £575.—2, Camden High St., Euston 7908. [5636]

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales, factory trained mechanics.

GODFREYS, Ltd., 225, 234, London Rd., Croydon, Cro. 3641-2, 202, Gt. Portland St., W.1. Eus. 6330-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R]

1949 Javelin, turquoise, with heater, screenspray, other extras; £396 for sale this week-end.—Silverthorn 3640. [5737]

1951 Series Javelin de luxe, turquoise, immaculate leather, H.M.V. radio, heater, screen cleaner; £495.—Field Road 8762. [5751]

1952 Javelin de luxe saloon, black, radio and heater, one owner, carefully used; snip £550.—Campbell Symonds, Wembley 6262. [C1037]

1950 Jowett Javelin de luxe saloon, grey with beige leather upholstery, heater, immaculate condition; £495.

MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.5. Col. 8062. [C3004]

£565—1951 Javelin de luxe, 18,000 miles, one owner, unmarked; terms, exchanges.—O. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031]

JACK ROSE, Ltd., offer: 1952 Jowett Javelin, black, one careful owner, almost unmarked inside and out; £560.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

1939 Jowett 10hp saloon de luxe, black, one owner since new, perfect; £250; also 1938 8hp saloon; £175.—Buntings, Jowett Main Agents, Harrow 6225/6. [5806]

1949 Jowett Javelin de luxe saloon, fitted new engine, genuine low mileage, in a most immaculate condition throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

JOWETT Javelin, Jupiter and Bradford—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London distributors. [0134]

£525!!!—Javelin saloon de luxe, 1951, spotless condition, with unmarked leather interior, built-in heater, demister, etc., one careful owner, very nominal reduced mileage.—Hallens of Cambridge, Hawthorn Way Corner, Cambridge 2251/2. [5697]

SPECIMEN 1949 (Aug.) Javelin de luxe saloon, colour turquoise green/beige leather, radio/heater, immaculate and unmarked throughout, mechanically excellent, originally supplied by us, and history known; £425.—Gordon White & Co., Ltd., Gerrards Cross 2077. [5644]

Jowett Cars Wanted

W **M** **WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1. Welbeck 3991. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year; at the moment we are desperately in need of a good Mark 1A Jupiter. [W4049]

R **ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Jowett.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London & W.1. Sloane 5424. [W3045]

Jowett Cars Wanted

D **ICKS** the Jowett agents.

FOR immediate purchase of your Jowett.

D **ICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maico Vale 6982-9. [W1072]

F **FAIRMAN, Jowett Spares and Service**

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service; new Javelin in stock.—Horley, Surrey. Tel. Horley 17. [0009/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0549]

BIRMINGHAM agents: large stock of spares.—Frank Moseley (A. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549]

KINGSTON-ON-THAMES—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., Weston Park and 84, Eden St., Kingston. Kin. 2241. [84053/R]

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R]

JOWETT Javelin, Jupiter and Bradford: for the convenience of both the public and the trade, full spares, service, repairs and guarantee claims facilities now available at Jowett Services, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines).—Gordon Cars (London), Ltd., the London Distributors. [0153]

KAISER

GUY ALFREDS & Co., Ltd.—1952 Kaiser H. J., 16hp, low mileage, E.M.V. radio, superb order.—6-7, Warren St., W.1. Euston 3264. [C1005]

LAGONDA

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), 414-litre L.G.6, independent; front suspension, drop head coupe, fine condition throughout, several extras. [C1009]

1940 V.12 2-door 4-5 seater saloon, specialist coachwork of outstandingly fine line and built only this year regardless of cost; engine and chassis completely overhauled, many extras. [5715]

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1080]

BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstrations.

1952 Lagonda saloon, 13,800 miles, radio.

1951 Lagonda coupe, one owner, excellent.

1950 Lagonda saloon, small mileage, radio.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1069]

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars". [3041/R]

1934 414-litre L.G.45 sports saloon, maintained in perfect mechanical and coachwork condition. [5585]

£165—16.80 sports 4-seater, 1933 model, hood, tonneau cover, etc., excellent condition, bargain.—Box 2963. [5715]

1934 Lagonda Rapier 2-seater tourer, very fast and smart; £125.—Economy Cars, Cross St., Sale. Sale 4141. [5851]

BEAUTIFUL Rapier pillarless saloon, in admirable condition, effortless high-speed cruising with good economy, twin Scintillas, new shock absorbers, well shod; £300.—Box 2869. [5553]

1933 Lagonda 3-litre 4-door pillarless coach-built saloon, in really amazing condition throughout, one very careful private owner from new who has maintained this car in superb order in every respect, a thoroughbred vehicle of fine appearance, complete and ready for use; bargain for enthusiasts at £295; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4483. [C3016]

Lagonda Cars Wanted

R **ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Lagondas.—Hamstead (Tube), N.W.5. Ham. 6041. [W4018/R]

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 9641. [W5041]

PRIVATE buyer requires immaculate Lagonda saloon, under 15,000 miles.—Details year, colour, extras, to Box 2974. [5720]

BARTLETT will pay more for good post-war Lagondas.—27a, Pembroke Villas, W.11. Baywater 0823. [W1013]

WANTED, 1951-1952 d.h. coupe Lagonda in part exchange with cash adjustment for 1951 Bentley Abbott coupe in 1st condition, any inspection or trial; state terms.—Box 2871. [5555]

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-combe liners and the now popular centre gearchange for the 2.6 model. [W4018/R]

273, London Rd., Staines, Tel. 4211 (5 lines). [C1080]

LIMOUSINES

CAMDEN MOTORS for limousines.—1951 Austin Sheerline A125 series with special wide face-forward occasional, division, built-in radio and heater, luxuriously equipped and a very beautiful car in every sense of the word; £1,045.

CAMDEN MOTORS for limousines, 1950 Austin, scarce 16hp model, standard production series with 4 doors, leather upholstery front and rear, bench-type front seat, occasional facing forward, division, etc., excellently maintained by one previous owner only; £595.

CAMDEN MOTORS for limousines.—1939 Austin 18hp 7-seater liver model, a handsome spacious car with beautiful leather seating front and rear, special wide occasional, division, commodious rear luggage boot, several useful extras including roof luggage rack, Notec passlight, Ace wheel discs, engine just undergone major overhaul, ideal car for any type of private hire; £435.

CAMDEN MOTORS for limousines.—1938 Austin 18hp Windsor 7-seater, similar body lines and accommodation to above, leather throughout and the whole car in good mechanical order; £365.

CAMDEN MOTORS for limousines.—1939 Austin 18hp Windsor 7-seater, privately owned by North country funeral director and of much lower mileage than average for its year, almost entirely original, new Dunlop tyres; £395.

CAMDEN MOTORS for limousines.—1936 model Austin 16hp Chalfont, first delivered and registered late 1937, a owner previously, the whole car in very nice order indeed, moderate total mileage, sweet-running engine; £225.

CAMDEN MOTORS for limousines.—Austin 16 long-chassis, choice of 4, all in black from £1,100.

CAMDEN MOTORS for limousines.—1951 Armstrong Siddeley 7-seater (March delivery), 18hp engine, immaculate leather upholstery front and rear and wide occasional facing forward, built-in heater, division, one previous owner, most outstanding specimen; £545.

CAMDEN MOTORS for limousines.—1951 model Armstrong Siddeley, January registration, slightly higher mileage than above but in almost the same immaculate condition; £595.

CAMDEN MOTORS for limousines.—Armstrong Siddeley, choice of several models from 1937 onwards; from £125.

CAMDEN MOTORS for limousines.—1952 Humber Pullman Mark III, special order, equipped with leather upholstery front and rear, privately owned, nominal mileage only and literally indistinguishable from new, radio, heater; £1,295.

Imperial 7-seater Mark III, late delivery, another privately owned car with all extras as above, serviced by distributors every 2,000 miles, very immaculate order; £1,250.

CAMDEN MOTORS for limousines.—July, 1951 Humber Pullman Mark III, purchased direct from executive of late owner, the car has been sparklingly used and is of very low mileage indeed, original tyres still in excellent condition, fitted special built-in radio, heaters; £1,150.

CAMDEN MOTORS for limousines.—1951 model Cumber Pullman Mark III, very late 1950 delivery, higher mileage than above although also privately owned, excellent condition; £1,085.

CAMDEN MOTORS for limousines.—1950 model Cumber Pullman Mark II, 4,000 miles only since replacement engine fitted, usual extras, radio, heater, etc.; £895.

CAMDEN MOTORS for limousines.—1950 (April) Humber Pullman Mark II, with leather upholstery fitted to special order of late owner, driven and maintained by private chauffeur, moderate total mileage, new Dunlops; £965.

CAMDEN MOTORS for limousines.—1949 Humber Pullman, 2 previous owners, leather upholstery, face-forward occasional, division, leather throughout, radio and heater; £795.

CAMDEN MOTORS for limousines.—1948 Humber Pullman, 2 previous owners, leather upholstery, face-forward occasional, division, leather throughout, radio and heater; £625.

CAMDEN MOTORS for limousines.—1947 Humber Pullman, 2 previous owners, leather upholstery, face-forward occasional, division, leather throughout, radio and heater; £565.

CAMDEN MOTORS for limousines.—Humber Pullman, 1948 registration, first of 1944 production, an ex-Ministry car which has been carefully used and extensively reconditioned; £445.

CAMDEN MOTORS for limousines.—1945 model C. Buick right-hand drive 8-seater, imported under diplomatic privilege, mouth-organ front, lavishly equipped and superbly maintained, the whole car in most immaculate order, widest occasional, electric division, radio, heater, flashing trafficators, low mileage; £895.

CAMDEN MOTORS for limousines.—1936 Buick Super 8 Pullman, not in the same class as above but a sound vehicle in decent running order, full 8-seater; £195.

CAMDEN MOTORS for limousines.—1935 Rolls-Royce 20.25, special 7-seater bodywork by Mulliners, occasional, winding division, one private owner many years, history known, extras include heater, wheel discs; £512.

CAMDEN MOTORS for limousines.—1933 Rolls-Royce 20.25, Mulliner body, extremely good condition for the year; £315.

CAMDEN MOTORS for limousines.—The largest selection in the country, over 60 in stock, call, write or phone for free catalogue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. [C1035]

A & S Display Fifty privately owned chauffeur maintained, 7-passenger Limousines in first class condition, ready service, covered mechanically (guarantee certificate).

A & S Offer only carefully selected modern Limousines (see classified advertisements) Armstrong, Austin 16/28hp, Buick, 10 Humber, 12 Rolls-Royce, Packard, Wolseley, competitive prices, lists despatched. Alpe & Saunders, Limited, Providence Court, North Audley Street, Mayfair-2941. [C1006]

LANCHESTER

GUY SALMON AUTOMOBILES offer:—

1953 Lanchester 14 saloon, black, 5,000 miles only, offered at a really substantial saving under current list price £995.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C3001]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

DICKS.
1939 Lanchester 14 saloon, preselector gear box, careful user; £295.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex SE6 9J. (C1072)

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1938 Lanchester Roadster 6-light saloon, original black cellulose, leather upholstery, in extremely good condition, engine recently overhauled; 1990s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

STRAITSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), grey with blue leather, as new; £1,050.

LANCHESTER 10hp saloon (1947), grey with red leather, one careful owner; £575.

STRAITSTONE, 40, Berkeley St., W.1. (Mayfair 4404.)

SERVICE, 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) (C4022)

£145.—1937/8 Mulliner semi-racer-edge saloon 15hp, good, clean car, 30 mpg; bargain; must sell; photo.—2, Pebbleford Rd., Kettering. (5595)

225 gns.—Lanchester 14 (1939 model) Roadster de luxe saloon, sliding head leather, manual gear-change, I.P.S.; terms, exchanges.—Rowland Smith, below.

165 gns.—Lanchester 14 (1939 model) Roadster de luxe saloon, sliding head leather, preselector, I.P.S.; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

1948 Lanchester 10, black, brown upholstery, superb condition, recent engine overhaul; £575.—C. H. Westcott, The Cottage, Scunner House, Polbathic, Torpoint, E. Cornwall. (5861)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

XXX H. F. Edwards offer immediate cash for good Lanchester cars.—Details, please, to 25-30, Upper High St., Epsom, Surrey.—Tel. Epsom 9400. (W4001)

Lanchester Spares and Service

ACOT ENGINEERING, Ltd.—Preserves gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. (10237/R)

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—181, derminster Rd., Croydon 5775. (D689)

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

WE only offer the best examples; one post-war 2nd series Aprilia, and one particularly good 1938 Aprilia now available.

FULL details on request.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. (C4035)

APRILIA 1938, excellent condition, well maintained; £295.—Write Orchard Hill, The Common, Bournemouth. (5865)

£395.—Lancia Aprilia 1938, leather interior, exceptional appearance, good mechanically, excellent appearance; many other Lancia models available.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

LANCIA Aprilia, h.p., metallic grey, 1939 wheels, new tyres, recent £140 overhaul, a good specimen; £395.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (2061)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42 Hay's Mews, Berkeley Sq., W.1. Gros 2563. (W4025/R)

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173 Westbourne Grove, W.11. Bay. 4274. (W4035)

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Apertown, Wembley (Pettit's 5856.) (10320/R)

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1948 Lea-Francis 14hp saloon, recent engine overhaul; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

CHARLES POLLETT, Ltd., Sole Distributors Lea-Francis, London & Home Counties, offer the following:—

1950 Lea-Francis 18hp streamline sal., black, beige leather, one owner, radio, heater, etc., very low mileage, new condition.

1951 Lea-Francis 14hp streamline sal., maroon, one owner, heater and demister, 29,000 miles only, outstanding condition; £625.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningsham 5936. (C2010)

LEA-FRANCIS

GUY SALMON AUTOMOBILES offer:—

1953 Lea-Francis 14hp saloon, 8,000 miles only, one owner, immaculate condition; £585.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1948 Lea-Francis 14-litre saloon, grey, lawn leather, wonderful condition, guaranteed; £445.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Lea-Francis

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (W2040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningsham 5936-7. (10595/R)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.,

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. (10392/R)

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan.—Spares and service. (10665/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningsham 5936-7. (10595/R)

LINCOLN

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. (10747/R)

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.,

OFFICIAL Mercedes-Benz retailers, offer:—

MERCEDES 540K B type cabriolet, full 4-seater 4-window, black, 6v, 112, 1200 cc, 100 mph, r.h. drive, mechanical and external condition quite exceptional, superbly equipped and appointed; an excellent proposition for the buyer who appreciates quality and all that is finest in large high-grade sports car motoring in the best tradition; £795.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. (C4055)

MERCEDES-BENZ (Great Britain), Ltd., offer:—

1939 Type 230 4-door saloon, Continental steering, black and red with red leather upholstery; may be seen by appointment.—Victoria 8715-6. (C5005)

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

540K 1937 model cabriolet B, radio and heater, excellent condition; £650.

230 saloon, 1939 model, 112, good condition; £275.—(Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria), Ravensbourne 6479 and 2322. (C5049)

1953 Mercedes-Benz type 220 saloon, black, 4,600 miles only, exceptional performance, as new.—Ingis Automobiles, Ltd., 64/78, Pitt St., Edinburgh, 3. Tel. 26287. (5344)

1953 Mercedes-Benz type 300 saloon, grey, 4,000 miles only, an exceptional car, in new condition.—Ingis Automobiles, Ltd., 64/78, Pitt St., Edinburgh, 3. Tel. 26287. (5345)

MERCEDES-BENZ Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night service: Victoria 3144. (4735)

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. (10748/R)

M.G.

RAYMOND WAY

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1952 M.G. T.D. roadster, one enthusiastic owner only, coachwork and interior as new, negligible mileage; £399gs.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

ELITE MOTORS offer:—

1947 M.G. T.C. 2-seater, grey/red, twin spare wheels, over-sized tyres, twin Windome horns, twin spot lamps, etc., first-class mechanical condition, very attractive appearance; yours for £152 deposit; cash price £395.

ELITE MOTORS, 951-961, Garrett Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

M.G.

PC PERFORMANCE CARS

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one car which might prove unsuitable.

CHOICE of three T.C.s: 1949 blue, £375; 1948 black, £365; 1947 blue, £345.

CHOICE of three T.A.s: 1939 black, £295; 1938 red, £265; 1937 blue, £245.

CHOICE of two P.A.s: 1935 red, £175; 1934 black, £165. Choice of three J.2.s: from £105.

CHOICE of three 2-litre saloons: 1938, £225; 1937, £195; 1936, £145.

CHOICE of two 2-litre drop head foursomes: 1937, £195; 1936, £145.

CHOICE of two 1½-litres: 1936 saloon, £295; 1933 tourer, £265; Davis blown Magnette, £395.

M.G. N.A. Magnette, 1936, £175; 18-80 tourer, £65; 12hp tourer, £65; M-type 2-seater, £75.

IMMEDIATE hire purchase, insurance and part exchange; many others in stock; seen under "Sports Cars."

PERFORMANCE CARS Great West Rd., Brentford, Middlesex, Ealing 8341. (C3041)

CAR MART, Ltd.

M.G. T.C. sports 2-seater; £425.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked; £575.

1947 M.G. T.C. sports 2-seater, fast and economical; £350.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

JACK ROSE, M.G. dealers and stockists:—

1950 M.G. T.D. 2-seater, in black, many extras: Wallington 4677. (C3056)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G. T.C., black and green, fitted many luggage carrier, twin pump; £255.

1938 M.G. VA 12hp drop head coupe, black and green, recent engine 1953, upholstery and hood as new, immaculate car; £299.

1933 M.G. J2, long wings resprayed; £140.

1933 M.G. J2, cream, new tyres; £140.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3056/1)

M.G. T.D. 1951, 16,000 miles only; £525.—Tel. Arnold 4504. (C3060)

£550.—M.G. 1½-litre saloon, one owner, well kept condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234. (C2009)

M.G. PA 1935, recent respray cream, tyres and battery good; £150.—Tel. Buckhurst 6598. (5779)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1947 M.G. T.C., finished black, green leather, new lamps, twin horns, demisters, screen washers, superb condition throughout; £375.

1937 M.G. T.A., finished metallic grey, good tyres, windtone horns, excellent condition; £235.

1951 M.G. 1½ saloon, maroon, radio, heater, like new; £675.—New Cross 1356. (C3061)

BEARTS of Kingston, M.G. specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin 5346. (10082/R)

UNIVERSITY MOTORS Ltd., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 411. (10596/R)

1949 M.G. 1½ litre saloon, reconditioned engine, callers only; £500.—Greenwood, Hornsea, Lincolnshire. Tel. Hornsea 3514. (5295)

1953 M.G. T.D. Mark II, unregistered, delivery mileage only; green; £795 or near offer.—Tel. Stockton Heath 1365. (5745)

1953 (May) M.G. T.D., one experienced owner, 8,000 miles only, in immaculate showroom condition; £630.—Upl. 4205. (5964)

£195.—1936 M.G. P.B. 9hp 2-door sports saloon; £65 down.—Bray Motors, 180-184, West End Lane, N.W.7. Hampstead 6490. (C1024)

M.G. 1½-litre saloon, silver grey, red leather, fitted heater, 5,000 miles only, as new; £795.—Mrs. M. A. Greaves, Elwick House, Hutton Rudby, York. (5560)

1953 (August) res. M.G. T.D. model, green, mileage under 4,000 many extras, condition immaculate; genuine reason for sale.—Tel. Wrestlingworth (Beds) 216. (5571)

1953 (Sept.) T.D. Mk. II, black and red, twin Marchal fog lamps, 6,900 miles as new, £675.—Caffrys Ltd., King St., East Grinstead. (5660)

595 gns.—M.G. 1950 1½-litre saloon, sliding head leather, heater, built-in jacket, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget late 1951 T.D. 2-seater, red, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, October 1946, T.C. 2-seater, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget, 1955 model, 8hp P. 2-seater, good condition; choice of M.G. Midgets; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hamstead 6041. (C4018)

1953 M.G. 2-seater, 5,000 miles only, green with Beils Service Carcases, 141, London Rd., Kingston, Thames, Kingston 1135. (C3018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
1947 model T type M.G. works engine, radio, sealed-beam headlights, twin Flaneshovers, reverse and stop lights, Windstones, etc. a really first-class chassis with most attractive coachwork; £540.—Prospect 4424. [5795]
CAMDEN MOTORS for M.G.s.—Series VA special four-door drop head coupe, somewhat scarce and highly desirable model, late pre-war 1938-9, excellent performance and a delightful car to drive; £245; all other M.G.s in stock, Midgits 12 to T.D., 2-litre to 2.6-litre and post-war 1½-litre saloons.
CAMDEN MOTORS for M.G.s.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

M.G. Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.s.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]
SLOOMBERG, Ltd.

W
WE urgently require all models from 1933 onwards; representative will call if desired.—Dudden Hill Lane, Willemsden, N.W.10. Willemsden 4869. [W4017]
MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/P]
PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8941. [W5041]

M
G. cars urgently required, all models.—Jack Rose, Stafford Rd., Wallington, Surrey. Wallington 6877. [W5056]

THE CAR MART, Ltd., London, wish to purchase M.G. cars—382, Streatham High Rd., S.W.16. Streatham 0054. [0996/R]

C.N.K. MOTORS require M.G.s, particularly V.A. T.A. and models—353, Finchley Road, N.W.10. [W1052]

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4460]

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

M.G. Spares and Service

W. JACOBS & SON.
W
WE specialise in spares and repairs for all models of M.G. cars.
W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.15. Wantstead 7783. [0486]

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. River 2644. [83054]

PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [83041/R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. cars outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [10504/R]

M
G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [04353/R]

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types F, J, T and L, and H. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.
W
RITE or phone Toulmin Motors, 343 Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2236 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R]

MORGAN

RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, The Hire-Purchase specialists.

1953 Morgan Plus 4 drop head coupe, absolutely as new throughout, 7,000 miles only; offered at £500 under list price; 529gns.
H
IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

1950 Morgan 4/4, 15,000 miles only, beautiful condition.—Yapp's Garages, Llanishen, Cardiff. [5744]

1938-9 Morgan 4/4, red, twin spots, mascot, etc., in good condition; 2175.—Brown, 114, Hornby Woodhouse, Derby. [5635]

1953 Plus Four 2-seater, 10,000 miles, twin spares, wing mirrors, spotless; £565.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Soane 5424. [C5045]

MORGAN 4/4 1938, recollused, new type radiator and suspension, excellent engine, tyres, many extras, taxed year, £245; expert inspection invited.—Carrington, 1339, High Rd., N.20. [5740]

Morgan Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

SLOOMBERG, Ltd.
W
WE urgently require all models from 1933 onwards; representative will call if desired.—Dudden Hill Lane, Willemsden, N.W.10. Willemsden 4869. [W4017]

Morgan Spares and Service
MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Ot. Portland Rd., W.1. Langham 7753. [0514/R]

MORGAN'S—available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R]

MORRIS MINOR

CAR MART, Ltd.
1950 Morris Minor tourer; £395.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

METROPOLITAN MOTORS.
(HUMBER, Hillman, Sunbeam-Talbot, Commer.)
1949 Morris Minor saloon; £410.

1951 Morris Minor convertible, small mileage; £450.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [4675]

COLLIVER-FISHER, Ltd., offer:—
TWO beautifully maintained Minors, 1950 2-door saloon, £425; 1951 convertible, £425.—Northwood, Middx. Tel. 777 14 lines. [5500]

AUTO SALES (LONDON), Ltd., offer:—
1950 Morris Minor saloon, specimen condition throughout; £435.—Auto Sales (London), Ltd., Belisle Rd., N.W.6. Maids Vale 5555. [5120]

1951 Morris Minor saloon, black, spotless; £455. Euston 6994. [5120]

SMITH & HUNTER, 376, Kensington High St., W.14. Western 2512. [C4019]

1949 Morris Minor saloon, blue, radio, loose covers, a remarkably fine little car; £400. N.W.1. [5842]

REYES MOTORS, Ltd., 75-75, Albion St., N.W.1. Euston 6994. [5842]

1951 Morris Minor 2-door saloon, green, beige upholstery, 13,000 miles, in excellent condition; £465. [5842]

JUSTICE WATKINS, Ltd., 12, Berkeley St., W.1 E (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046]

1949 (November) Morris Minor 2-door saloon, one owner, total mileage 18,000, in excellent order throughout; £450. [C4046]

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058]

4-door saloon, 1951, Morris Minor, grey, brown leather, exceptional condition; £465.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057]

SALE—1954 model Morris Minor de luxe, new, unused; list price.—Cook, Bank St., Penryn, Rhondda. [5755]

1949 Morris Minor, in excellent condition; £397. 5476 (Osterley Station Tube). [C2050]

1953 (Sept.) Morris Minor 2-door saloon, black/red upholstery, 1,100 miles, o.h.v., heater; £525.—J. Fricker, Ltd., Park 5077. [C2016]

1951 (December) Morris Minor convertible, 9,600 miles, one owner, heater; £440.—R. J. Bishop, Sandeys Drive, Southport. [5635]

£565—1953 Morris Minor ohv 4-door saloon, green, green upholstery, recorded mileage 6,000, in new condition. [5635]

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

465gns.—Morris Minor 1951 tourer, one owner, 8,500 miles, spare worn, nearly new; terms, exchange.—Rowland Smith, below. [C1070]

375gns.—Morris Minor 1950 tourer, radio, heater, electric clock, one owner; choice of eight Morris Minors; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 (July) Morris Minor 4-door saloon, immaculate, guaranteed; £460; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro 1515. [C4038]

1952 (November) S/V Morris Minor, black, as new, 6,000 miles; £500.—Ing's Garages, Maidenhead 2149. [5905]

£450—1951 Minor saloon, black, brown upholstery with heater, 18,000 miles, one owner.—Broadway Motors, 67, High St., Hounslow. Hon. 0175. [C1028]

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, taxed, 21,000 miles; £415; choice of two 39 College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri 5914. [C4006]

£550—1953 model Morris Minor saloon, black/red, 4-door, Underseal treated, one owner, immaculate condition throughout, taxed March.—Finer 1648. [5775]

1953 (November) 1952 Morris Minor convertible, 13,000 miles, heater, spotless, £440; exchange, h.p.—I. Perryman, Freshwick, Manchester. Prestwick 2057. [5782]

XXX Outstanding 1952 (March) Morris Minor convertible, grey with beige upholstery, low mileage, unmarked car, written guarantee, £485; terms, exchange.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

1953 Morris Minor 4-door de luxe saloon, fitted export engine, Clarendon grey/red, low mileage, many extras; £399. 1952 convertible, black/red, Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [5823]

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloons, black/red, green/green, 5,000 miles, £519; 1952, black/brown, green/beige, black/red, blue/beige, all low mileage, heater, one owner, choice several from £459; 1951, black/beige, blue/beige or green/beige, heater, one owner, choice three from £439; 1949 grey/grey, one owner; £399. 1952 convertible, black/red, covers, £439; 1951, green/beige, £379; 1949, grey/beige, £349; three months' guarantee; terms, exchange; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

Morris Minor Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

PRIVATELY owned Morris Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

1953 new or small mileage 2- or 4-door saloon where.—61, Park Ave., Seaburn, Sunderland. [4563]

MORRIS EIGHT

GATEHOUSE offer:—
1938 Morris 8 saloon, 4-door black, leather, immaculate; £215.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

S.G.A. MOTORS who deal exclusively in Morris's 8's, offer:—series E 4-door de luxe saloon, superb condition, one owner; £285. [5862]

1939 series E 2-door de luxe saloon, perfect condition; £275. [5862]

1939 series E 4-seater tourer, immaculate condition; £235. [5862]

1938 2-door de luxe saloon, choice of 3, all outstanding condition; £195. [5862]

ALWAYS at least 12 saloons and tourers in stock. [5862]

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges. [5862]

REPAIRS of all descriptions also undertaken. [5862]

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4065]

1946 Morris 8 de luxe saloons, black with brown upholstery, choice of 4; from £235. [5862]

REYES MOTORS, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [4692]

1947 Morris 8 4-door sun roof saloon, splendid condition throughout; £325.—Macau's 1265. [5862]

1940 Morris 8 Series E saloon, recollused, excellent; £230.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

365gns.—Morris 8, November, 1948, 4-door saloon, leather, carefully used, exceptional condition; terms, exchange.—Rowland Smith, below. [C2050]

325gns.—Morris 8, 1946 saloon, sliding head, leather, carefully used, excellent condition; terms, exchange.—Rowland Smith, below. [C2050]

145gns.—Morris 8, September, 1952, de luxe saloon, sliding head, leather; choice of 7 Morris 8's; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£185—One owner Morris 8 (Nov.) 1952, re-con, leather, new tyres, black, sliding roof. [C4018]

£295—1947 series E Morris 8 2-door saloon, one owner, re-con, engine, excellent car.—Elin Autosales, 18, Hatfield Rd., Wimbledon. [C2067]

£235—1939 Morris 8, black, beautiful condition.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Oliver 2662. [C2072]

1947 Morris 8, immaculate condition, black, brown leather upholstery, good tyres; £310.—Eastwood & Watkin, Deansgate Garage, Newcastle, Staffs. [5631]

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MORRIS TEN

1939 Morris 10 saloon de luxe, black, brown upholstery in excellent condition; £240. [4694]

REYES MOTORS, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [4694]

1948 Morris 10 saloon, one owner, in spotless condition; £465.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050]

1948 Morris 10 saloon, black with brown leather, above average condition; £375.—Bels Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016]

1948 Morris 10 saloon de luxe, black, sound car with excellent appearance; £345.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019]

Morris Ten Cars Wanted

PRIVATELY owned Morris 10, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MORRIS TWELVE

1937 Morris 12 2-door coupe, black with brown leather, best offer over £100.—Cottage Hope, Hope Cove, Kingsbridge Galmston 215. [5206]

175gns.—Morris 12 1939 saloon, sliding head, leather, good condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORRIS OXFORD

CAR MART, Ltd.
1953 Morris Oxford saloon, heater; £620.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire purchase specialists.

1949 Morris Oxford saloon, fitted radio and heater, engine recently overhauled, excellent tyres and new battery, coachwork and interior unmarked; 419gns.
H
IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

CHARLES FOLLETT, Ltd., offer:—
1950 Morris Oxford saloon, grey, one private owner, heater and fog lamp, exceptionally clean and well kept, guaranteed; £465. [C4047]

18 Berkeley St., W.1. Mayfair 5266. [C4047]

SERVICE Works and Stores, Barnsdale Yard, off Elin Ave., W.9. Cunningham 5956. [C2010]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OFFER

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford, 3,000 miles, grey heater; part exchange, deferred terms.—4, Brick St. Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

1950 Oxford saloon, heater, re-cond, engine, one owner; £465.
READ BROS. MOTOR CO. (LONDON) Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. (C3048)1950 Morris Oxford saloon, one owner; £485; 3 months' guarantee; terms and exchange.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hurnsey, Mountview 5226 and 5774. (C4054)MORRIS Oxford saloon (February, 1951), one owner, 13,000 miles, carefully maintained; £565.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (C3023)1949 Morris Oxford saloon, 1953 mod., heater, immaculate, guaranteed; £450.
G. W. WILKIN, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (C4023)1951 Morris Oxford saloon, one owner, superb; £495.
SMITH & HUNTER, 376, Kensington High St., W.14, Western 2512. (C4019)BONALLACK & SONS offer for sale Morris Oxford, colour beige, June, 1952; £555.
MORRIS Oxford, 1951, excellent condition; £525.

NEW Oldsmobile Super 88 saloon, blue, hydramatic drive, heater, radio, etc., immediate delivery; £2,440/16 6 ex works.—Ingia Automobils, Ltd., 64-75, Pitt St., Edinburgh, 3. Tel. 26287. (C5547)

1951 Oldsmobile 88 4-door saloon, hydramatic, radio, heater, 20,000 miles, l.h.d.; £1,395.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 7588. (C1027)

£666!!! Oldsmobile torpedo-shaped sports saloon, full 6-seater, modern design and prototype 1949-1952 series, sporting condition throughout and looks, worth a million dollars; 3 months' guarantee; hire purchase, exchange.
LAMBS of Wood Green, Finchley Showrooms, 421-423, St. Hugh Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1952 Morris Oxford saloon, black/maroon leather, one owner, 12,300 miles; £550.—J. Fricker, Ltd., Park 5077. (C2016)

1952 Morris Oxford, only 9,000 miles, heater, unrepeatable; £565.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. (C3063)

1950 Morris Oxford, 15,000 miles; £485.—John well 1242. (C2026)

19000 miles only.—1949 Oxford, exceptional condition, fitted radio and heater; £435.—20, Abbotsbury Rd., Hayes, Bromley. Hurstway 1766. (C3055)

4000 miles only, 1951 Morris Oxford saloon; £395.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 7588. (C1027)

425 cars.—Morris Oxford, late 1949 saloon, one owner, good tyres, excellent condition; terms exchange; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Morris Oxford Cars Wanted
FULL value paid for Oxford or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS FOURTEEN

1938 Morris 14hp saloon de luxe, first registered 1939, recond, engine just fitted, reined brakes, overhauled steering, new batteries; £195 or £35 deposit, balance over 18 months; exchanges, insurance, 50 cars in stock under order; terms for loan; Tulse Hill 2676, 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7016. (196 bus from Stockwell Tube Station passes the door). (S529)

MORRIS SIX

£360.—Morris Six, late 1949, mechanical and bodywork excellent condition, heater.—L. Abbott, 10, Beeches Walk, Carshalton Beeches, Vigilant 7455. (S559)

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS 10hp or 8hp 4-door saloon urgently required.
COLE'S GARAGES, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. (C1054)

HATTON'S will buy post-war Morris models; distance no object.—10, St. Southport, Tel. 2268. (0798/R)

MARSTON MOTOR CO. for your Morris.—Tel. St. 8000, Seven Sisters Rd., Tottenham, N.15. (0098/R)

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. (0717/R)

Morris Spares and Service

ROOFS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. (S3054)

MORRIS—Genuine spares and specialist repair service, immediately available in the West End.
MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/874. (0342/R)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares sales and service.—209, Balham High Rd., S.W.17. (S0521)

NASH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015)

1953-4 show model Nash Rambler Country Club sedan, overdrive, radio and heater, 300 miles only, immaculate; £1,635.

TAYLOR & CRAWLEY, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. S.O. 5213. (C4036)

NASH

NASH 1951 Ambassador de luxe saloon, grey, late property Nash Corp. executive, complete with twin heaters, overdrive, unused set front and rear seats; £1,185.—Alexander Eng. Co., Ltd., Haddenham, Bucks, Tel. 345. (4994)

OLDSMOBILE

B. J. HUNTER, Ltd., offer:—

1947 Oldsmobile streamline saloon, hydramatic drive, ideal for disabled person numerous extras; £449.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015)

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, Nr. Lingfield, Surrey, Tel. 350. (0217/R)

£1750.—1952 Oldsmobile Rocket saloon, 3,900 miles only, heater, radio, seat covers, l.h.d.—Woking Motors (Maybury Hill), Ltd., Woking 1968. (C4057)

£275!!!—1939-40 6-cylinder drop head foursome coupe, steering column gear shift; radio, heater, leather, excellent tyres, a lovely fast economical roomy car.
BRIAN FINGLAWS, Bugatti Sales & Service, 2, Pembroke Mews, W.11. Baywater 3951. After 6, Tulse Hill 4755. (C2009)

NEW Oldsmobile Super 88 saloon, blue, hydramatic drive, heater, radio, etc., immediate delivery; £2,440/16 6 ex works.—Ingia Automobils, Ltd., 64-75, Pitt St., Edinburgh, 3. Tel. 26287. (C5547)

1951 Oldsmobile 88 4-door saloon, hydramatic, radio, heater, 20,000 miles, l.h.d.; £1,395.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 7588. (C1027)

£666!!! Oldsmobile torpedo-shaped sports saloon, full 6-seater, modern design and prototype 1949-1952 series, sporting condition throughout and looks, worth a million dollars; 3 months' guarantee; hire purchase, exchange.
LAMBS of Wood Green, Finchley Showrooms, 421-423, St. Hugh Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8620); Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove) W.11 (Bayswater 6626-7). (0576/R)

OLDSMOBILE main dealers.
LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. (0527/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. (W4015/R)

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey, Tel. 350-1. Will buy post-pre-war models at good prices. (0113/R)

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 3965/3964. (0526/R)

79 cars.—Opel Cadet, October 1937, saloon, good condition; terms, exchange; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Opel Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)Opel Spares and Service
LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.
FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. (0513/R)

PACKARD

GE PACKARD series 1701 4.620cc Straight 8 4-door 6-light 6-seater touring sedan with graceful streamlined tail incorporating spacious luggage compartment, registered June, 1948, in most magnificent order throughout, finished sparkling black cellulose, chromium bright fittings, immaculate American blue interior, carpets and roof lining to tone, equipped: steering column gear change, overdrive, demister, Flexbeam head lamps, passlight, opening quarter-light windows, overriders, luggage grid, etc., excellent battery, near new tyres, thoroughly recommended; £295; written guarantee; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts, Tel. 118. (C2000)

GUY ALFRED & Co., Ltd.—1938 Packard saloon. 1950 condition.
Packard Club saloon, superb order.—6-7, Warren St. W.1. Euston 3568. (C1005)

1936 Packard 6-cyl. Club coupe, column gears, overdrive, radio, heater, washers, spotlight, blinkers, nearly new tyres, in very good condition throughout; £265. Tel. Maiden 4955. (S5380)

1938 Packard Six 29.4 Club saloon, black, brown leather, original condition, fitted radio and heater; £250; exchange, terms.—Palmer, 55, York St., Trickham, Popesrove 1890/7087. (C3054)

PACKARD Six saloon, 1952, radio and heater, beautiful condition throughout; £245; terms and exchange.—Oscar Moore, 204, Ballards Lane, N.5, Finchley 2920. (S5960)

LATEST current model Packard Clipper, power brakes, 4-door saloon, radio and heater, blue, 3,000 miles, as new; also Packard convertible, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4855. (C4026)

LIMOUSINES, 1939 super-32hp, also 1937 (Both Deluxe £1395 model Coachwork), black, forward occasional, magnificent condition carriages, certified mechanically, selection from £325. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair 2941. (C1006)

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 5402. (0191/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Packards.—97 Fulham Rd., S.W.3. Kensington 4855. (W4028)

Packard Spares and Service
JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4855. (W4015/R)

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 5400. (0469/R)

PEUGEOT

TYPE 203, August 1951, l.h.d. sports saloon, one owner, approx. 15,000 miles, sliding roof, dual colours, overdrive, immaculate; £585.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

PLYMOUTH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015)

495 cars.—Plymouth 1947 26hp special de luxe saloon, R.H.D., column gear change, one owner, excellent condition, terms, exchange; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

PONTIAC

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015)

£165.—1939 Pontiac saloon, 6-cylinder, steering gear change, heater, spotlight, Ace rim-bellishers.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Guiliver 2662. (C3072)

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. (W4015/R)Pontiac Spares and Service
FOR Pontiac spares and Pontiac service, U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place Chelsea, London, S.W.3. Tel. Flaxman 7752-4. (0617/R)

SOLE distributors Great Britain for Pontiac cars and Pontiac parts.

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2561. Specialists in Porsche repairs and service. (0629/R)

SOLE Concessionaires for Great Britain.—A.P.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (C3015)

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm 3546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. (0621/R)

OSCAR MOORE wishes to dispose of the HWM/Jaguar; a part exchange would be considered and H.P. terms could be arranged.—204, Ballards Lane, N.3. Finchley 2920. (S593)

Racing Cars Wanted
RACING learner requires Cooper 500.—Rose, Dark Lane, Higher Whitley, Warrington, Lancs. (S632)

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24 North Side, S.W.18. Vandyke 5161. (0335/R)

1937 Railton foursome drop head coupe, new hood, many extras, excellent condition; £295.—Lawton-Goodman, 36, North Audley St., W.1. (C2022)

1938 (November) Railton Cobham saloon, excellent condition throughout; £325.—Jacquet, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

Railton Cars Wanted
DROP head coupe required, 10hp.—Ruddock, Boothby Graffoe, Lincoln. (S590)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. (0421/R)

AZ MOTORS offer two Renault bargains!!!
1939 12hp drop head coupe; £125!!!

1934 12hp saloon; £75!!! Both O.K. throughout; part exchange clearance.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

DAGENHAM MOTORS, Ltd., offer the following car:—
1952 Renault saloon, black, heater, 15,000; £475.

56 Park Lane, W.1. Hyde Park 4866, 574, Ealing Rd., Alperston, Middx. Perivale 5350, and 6, 8 and 12, Sander Rd., Catford, S.E.6. Hither Green 3021. (C1066)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—
RENAULT 750 saloon, 1953 to 1954, choice of 4; from £495.

RENAULT 1948 8.3 utility 4-str.; £185. (C4070)

£395.—1950 Renault 750 saloon, green, beige upholstery, recorded mileage 18,000; a one-owner car in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

OFFICER overseas has 1949 Renault 750 available April, repainted, maker's engine overhaul, roof rack seat covers; £275.—Box 2973. (S719)

£120.—1939 Renault 12 drop head coupe, taxed and in nice condition, would exchange sports car in any condition.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. (S790)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RENAULT

395 kns.—Renault 750, late 1951, saloon, flashing indicators, one owner, small mileage, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

RENAULT 750, blue, de luxe model, with chromium headlamps, real leather, Dunlop upholstery, 1063 conversion with twin S.D. racing manifold, giving terrific acceleration, high maximum speed, yet 50mpg; special suspension giving better roadholding, nearly new tyres, and in nearly new condition throughout, radio, defroster, Lucas spot lamp; £500 or close offer.—Derrington, 159, London Rd., Kingston-on-Thames, Kingston 5621. [C1071]

Renault Cars Wanted

RICEARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

RENAULT SPARES AND SERVICE
GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service—Tel. 20531. [0911/R]

RILEY

PC
PERFORMANCE CARS. Good selection of guaranteed Rileys. We select from our stock of 150 cars.

RILEY 2½-litre sports saloon, 1948, £495; Riley 2½-litre roadster, 1949, £635. [W3045]

RILEY 1½-litre Sprite 2-seater, 1936, £395; Riley 1½-litre Lynx tourer, 1937, £275.

RILEY 1½-litre Kestrel saloon, 1956, £225; Riley 1½-litre Adelphi saloon, 1936, £195.

RILEY 9 March Special, 1933, £95; Riley 9 saloon, 1931, £75.

IMMEDIATE hire-purchase, insurance, and part exchanges; see also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041/I]

RAYMOND WAY.
RAYMOND WAY, of Kilburn.

RAYMOND WAY, The Hire-Purchase specialists.

1937-8 Riley 1½ Kestrel 6-light saloon, immaculate coachwork and interior, superb mechanical condition, preselector gear box, reconditioned; £235gn.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [W4047]

SCOTT CARS offer:—

1950 Riley 2½-litre, black with brown leather, loose covers, heater, screen washers, etc. Rimbellishers, immaculate; £675.

SCOTT CARS, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016]

HAROLD SIMONS, Ltd., offer:—

1946-7 Riley 1½ saloon, one owner, seat covers, radio, twin spot lights, excellent appearance and performance; £495; 3 months' written guarantee; service after sale; exchanges, deferred trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 3 minutes Trolley East Finchley Tube), Finchley 0052-53. [C4065]

HARVEY HUDSON, Ltd., offer:—

1950 Riley 1½-litre saloon, black, 24,000 miles, one owner, in outstanding condition; £695.—Harvey Hudson, Ltd., Woodford, London, E.18.—Wentwood 0056. [C3039]

MAIDSTONE ENGINEERING CO.

1950 Riley 2½-litre Sportman's saloon, this is without doubt one of the finest examples we have offered, finished in most beautiful duo grey with maroon leather interior, fitted demisters on both wind-screen and rear windows, almost new radio, new heater, excellent tyres, just fitted new battery, two owners from new and in most immaculate condition throughout; £650.

1947 Riley 1½-litre saloon, finished in the original black and unmarked, black with red leather interior, this is a low mileage car, in really excellent condition throughout.

BOTH the above cars have been cleaned under-chassis and sprayed with Rubberraeal, both cars are also fitted with Blueloc antifreeze and are fitted with heaters; £495 terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

THE RILEY CENTRE (GORDON & GYNN)

OFFER from England's largest show of pre-war Rileys the following examples:—

£385—1936 16.4 Continental touring saloon, mechanical faults, faultless coachwork just renovated and recoloured at a cost of £150; magnificent car doing 27-28mpg, fitted manual gear box and overdrive, new tyres, radio, etc.

£275—1936 1½-litre Falcon, condition is out of this world, hence the rather high price asked, fitted radio, etc., taxed.

£245—1937 2½-litre Adelphi, extremely smart coachwork and interior, engine now being overhauled, ready this week.

£65—1934 9hp Monaco; this engine and chassis is in superb condition, as also the interior, the body is rough, repeat rough, has been pranged.

ALWAYS at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed; open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Square Tube). Estate 8326/4426. [C3069]

RILEY

GUY SALMON AUTOMOBILES, offer:—

1951 Riley 2½-litre sports 2/3-seater, 2 special occasional seats under hood suitable for children, one owner; £635.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1954 (new) 1½-litre, choice of colour; £1,205.

1952 (March) 3½-litre, ivory/red, radio and heater; £895.

1950 (July) 1½-litre, black/red, 28,000 miles; £695.

1950 (November, '49) 1½-litre, sun bronze/red; £645.

49 Sloane Sq., S.W.1. Sloane 4727. [C1046]

1937 Riley Sport Kestrel saloon, good running order, average condition; £195, bargain.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey, Tel. Croydon 3678/9. [5602]

RILEY 9hp Monaco 6-light de luxe saloon, one owner, 56,000 miles; £255.—Worthing 6123. [5750]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-5 offer:

1953 (April) Riley 1½-litre saloon, maroon, 6,000 miles, condition as new; £950. [C1001]

£315—Riley 12 sports saloon, 1940, mist green, in exceptional condition.—Below.

£195—Riley 9 Monaco, 1937 model, black, very clean.—Automotive, Hampstead 3430. [5812]

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd.

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars."

£155—1936 Riley 12 saloon, very clean car; terms.—Autosnips, 26, Bristol Rd., Brighton 28440. [5844]

BEARDS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R]

1950 (October) Riley 2½-litre, green, one owner, £585; perfect.—F. L. Cranmore, Tel. 2040 Potters Bar. [C1063]

1939 Riley 13 saloon, excellent condition; £250.—Clairmont Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056]

£495—Riley 2½-litre 1948, exceptionally good original condition throughout, very good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p.

1937 Riley Kestrel 1½, a very sound car; £275.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1953 (Jan.) Riley 1½-litre saloon, maroon with red leather, heater, one owner, guaranteed 10,000 miles; new; £355.—Below.

1950 (April) Riley 1½-litre saloon, black with green leather, one owner, as new; £685; terms, exchanges.—Gibsons Sports Cars (Kichurch), Ltd., Lynhurst Rd., Christchurch, Hants, Tel. 1681. [5769]

1946 (July) 1½-litre saloon; £450; terms, exchanges.—George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3006]

1949 2½ saloon; £575, perfect, of course, from—Anthony Crook Motors, Caterham 2232-3. [C1063]

£165—1956 Riley 9 saloon, very clean car, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1953 (May) Riley 1½-litre saloon, sun bronze, red leather, heater, twin speaker radio, 8,000 miles, perfect; £925.—Middlesex Motors, Harrow 0022. [5806]

1952 (Dec., 1951) Riley 2½-litre saloon, black, brown leather, Tyan covers, heater, screen washers, 30,000 miles; £795.—Hatch End 1577, business hours. [5252]

OVERDRIVE 9hp saloon, October, 1957, special series engine, in fine condition throughout; £235; deferred payments and exchanges.—26, Queensgate Meadows, S.W.7. Western 2022. [C3069]

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1948 series, fitted heater and seat covers, original maroon finish, beautifully maintained, engine decocked, and generally overhauled; £595.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1947, latest registration model with some 1948 features, lately owned by local bank official and used for week-end motoring only; £545; earlier 1947 models from £495.

CAMDEN MOTORS for Rileys.—Special Lynx 4-seater tourer with 1½-litre 12hp Sprite engine, 1956 series, one of the very few produced, exceptionally fast and delightful to drive, a car for the sports connoisseur; £265.

OTHER RILEYS include 1939 Numfield 1½-litre saloons from £295, 2½-litre saloons, Adelphi and Kestrel 1939-40 from £325, and eight 9hp Rileys, all models from £145.

CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. [0446/R]

1952 Riley 2½-litre green with green upholstery, loose covers, fitted radio, heater and interior car mats, mileage 13,000 only, absolutely as new; one fussy owner, genuine reasons for quick sale; £900.—Box 3018. [5877]

1947 (Aug.) 1½-litre Riley, green leather upholstery, exceptionally fine condition throughout, mechanically perfect; offered by original owner for 460gns.—Tripp, Redhaven, Ravine Rd., Canford Cliffs, Bournemouth. [5769]

1938 Riley 1½-litre Victor saloon, drilled chassis model, 11th series, modifications, splendid condition and exceptional performance; £265; deferred terms or exchange pre-war Ford 10 tourer with cash considered.—Perivale 1966. [5764]

RILEY

1947 (December) Riley 1½ saloon, grey/red, radio, excellent condition; £525.—Dobson, Ltd. (Riley Agents), Staines 801. [C1074]

1950 (July) Riley 1½-litre saloon, black, red leather, Karobes heater, screen washers, immaculately maintained, fitted Marshall Mordec low-pressure supercharger, outstanding acceleration and hill climbing performance, under 20,000 miles; £750; write Birch House, Birchfield Rd., Widnes, Lancs. [5869]

Riley Cars Wanted

R
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008]

YORKSHIRE—The Riley Buyers, Barkers of Oakwood Leeds, 8, Tel. 58236/7. [0094/R]

PRIVATE buyer requires 1948/1951 Riley.—Marks, Heytesbury, Wilts, Tel. Suttonveny 331. [5738]

PERFORMANCE cars urgently require Rileys.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041]

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735]

C.M.K. MOTORS require clean pre-war Riley.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

POST-WAR Riley cars wanted.—Ross Motors, Ltd., Regent St., Hincley, Leics. Tel. Hincley 556. [5841]

THE CAR MART, Ltd., London, wish to purchase Riley cars.—362, Streatham High Rd., S.W.16. Streatham 0054. [0069/R]

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhu St., Christchurch. Tel. 1681. [4661]

XXX H. F. Edwards offer immediate cash for good Riley cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

COLMORE DEPOT, Ltd., Manchester, will purchase Rileys with a guaranteed history and mileage.—200, Danganate, Manchester, 3. Bia. 3322. [4655]

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 9061). [0472]

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23, Forest Hill 2244/5. [0246/R]

ARCO ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0239/R]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [0445]

J. JAMES (LONDON), Ltd. carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London N.W.5. Gul. 5446. [0992/R]

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moore's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [1840]

ROLLS-ROYCE

C
M
CAR MART, Ltd.

1937 Rolls-Royce Phantom III H. J. Mulliner 4-light razor-edge sports saloon; £1,195.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3435. [C1035]

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R]

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 3961. [C4039]

P.B., Ltd., offer:—

1939 Rolls-Royce Wraith Park Ward semi-razor-edge owner-driver sports saloon, 2-tone beige, grey leather, engine just completely overhauled, exceptional car.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

PADDOEN BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033]

JACK OLDING, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers offer from their stock:

1948 Silver Wraith Park Ward saloon, one owner, 55,000 miles, black/beige hide, undergoing renovation, £2,650.

1938 25-30 Thrupp & Maberly sports saloon, black/brown hide, £1,450.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [C3080]

1935 20/25 7-passenger limousine, one owner, pace forward seats, black, small mileage; £695.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.,
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.
EXAMPLE: Special 2-door saloon coupe by Saatchik, of Paris, painted blue and upholstered in maroon and beige leather, speedometer reading 21,000 miles; price £2,650.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082]
H. R. OWEN, Ltd.,
LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—
1949 Hooper touring limousine, black with blue hide, 29,000 miles; £3,650.
1949 James Young razor-edge sports saloon, black with blue hide, 45,000 miles; £3,500.
1948 James Young 2-door sports saloon, black with brown hide, 16,000 miles; £3,350.
1937 Barker 25/30 sedan de ville, black with blue and cloth upholstery; £2,995.
1935 James Young 20/25 sports saloon with division, green with green hide; £2,950.
WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032]

RUSSELL MOTORS offer:—
1939 Rolls-Royce 25/30 GXR series 4-door sports saloon by Cockshott, radio, heater, screen washers, etc.—exceptional condition throughout. ANY trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

MANN ROBERTSON & Co., Ltd.,
1952 Rolls-Royce Silver Wraith owner-driver saloon by Park Ward, vineyard green with brown leather upholstery, 15,000 miles and in immaculate condition; £4,250.
MANN ROBERTSON & Co., Ltd.,
OFFICIALLY appointed Rolls-Royce retailers, 14, Berkeley St., London, W.1. Hyde Park 2075. [C2006]

MASCOT MOTORS, Ltd., offer:—
1939 30hp H. J. Mulliner sedan de ville; £375.
1935 25hp Hooper sports saloon with division; £290.
1934 25hp Freestone & Webb sports saloon; £700.
1933 25hp Thrupp & Maberly 6-light saloon; £500.
1932 40/50 Freestone & Webb Continental sports saloon; £500.
1930 25hp Thrupp & Maberly foursome coupe; £450.
AND several others undergoing reconditioning.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.
MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007]

KNIGHTSBRIDGE MOTORS, Ltd.
1933 (December delivery) 25hp owner-driver sports saloon by Hooper, black and green, bucket seats to front; £700.
3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063]

HENDON CENTRAL GARAGE, Ltd., offer:—
1938 25/50 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,150.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2034]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1937 Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £900; £1,150.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

!! Chiptested Motors Ltd.—See our advertisement under "Sports Cars." [C1046]

ROLLS-ROYCE 20 1937, d.h. coupe body, 60,000 miles, beautiful condition; £500.—Tudor 5283. [C1050]
1936 Rolls-Royce 20/25 Hooper sedan de ville, exceedingly good condition; £790.
GORDON CARR (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

FUNERAL trade, 1937 Rolls complete with brand new hearse body; also 1935, written guarantee.
LPE & SAUNDERS (COACHBUILDERS), Ltd., Head Office Hearses Enquiries Station Approach, Kew Gardens Richmond 1161. [C5328]

ROLLS 1956, fitted new Countryman saloon body (1954 spec), make bed, complete by February; £1,500.
ROLLS 1951, 26hp, limousine; £175.

ROLLS 1927 20hp fitted 1956 swept tail saloon body; £180.
ROLLS 1924 20hp, with van brake body; £48.

ROLLS 1935, 25hp (body only) swept tail limousine with wings, etc.; £100.
BENTLEY 16hp touring, first registered August, 1948; £225.

ROLLS 20/25hp saloons and limousines from £100 to £750.
WE have a list of over 300 clients requiring first-class Rolls. We are the people to sell you Rolls for you. Exchange (Rolls only), spare for 20/25 Rolls.—Johnson, 21, Egerton Rd., Fallowfield, Manchester. 14, Rushmore 9009. [C5270]

ROLLS-ROYCE

A&S display extensive selection privately owned first class condition Limousines (certified mechanically).
A&S Limousines 1935/25hp, partitioned, Hooper, Thrupp, forward occasional, outswep tail, bargain, £585.
LIMOUSINE 1956, outswep tail, black, Hooper, 7-forward, carefully maintained, privately owned, history available, reasonable cost.
LIMOUSINE 1953/30hp, Hooper partitioned Deluxe Coachwork, forward occasional, privately owned, mileage 10,000, magnificent condition throughout, competitive price.
9280 Miles Phantom III (Series BT, registered 1946), Park Ward partitioned black Limousine, forward occasional, unblemished condition (detailed history available), unrepeatable opportunity.
LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, genuine mileage 44,000, privately owned, meticulously maintained, history available, £795.
WRAITH Limousine 1939/30hp, Park Ward partitioned, recorded mileage 25,000, black, £1460.
WRAITH Limousine 1939/30hp, partitioned Hooper De-luxe Coachwork, forward occasional, black, delightful condition throughout, genuine low mileage, certified mechanically, history available, competitive price.
A LPE & SAUNDERS Limited always purchase Rolls-Royce, Providence Court, North Audley Street, Mayfair-2941. [C1006]
20hp sports saloon with replica body, in unusually good condition, one owner since 1956; £295.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012]

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.
Burgorne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith Riverside 7644. [C5066]

1934 25hp, chassis No. GDX6, excellent condition saloon, well shod, £600 or exchange new car for export to Jamaica.—Cruickshank, Bournemouth-on-the-Water, Gos. [C5735]

£315—1933 series 20/25 4-light owner-driver saloon by Park Ward, in fine condition; deferred payments, exchanges.—26, Queensgate Mews, S.W.7. Western 5228. [C4068]

1933 (September) Rolls-Royce 20-25 Barker 4-door de luxe saloon, fitted drop division, in really exceptional condition throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

GUY ALFREDS & Co., Ltd.—1931 Rolls 20/25 owner-driver saloon, examination given, above average condition; 1935 model Rolls-Royce saloon, owner-driver, swept back, ride control.—6-7, Warren St., W.1. Euston 4268. [C1005]

1933 Rolls-Royce 20/25 Windover saloon, black, occasional, winding division, discs, exceptional condition throughout, privately owned; £425.—Simper, 2A, St. Albans Rd., Hatfield, Hertfordshire. [C5634]

ROLLS-ROYCE 26hp 1933, one owner and chauffeur maintained, laid up during war, completely reconditioned 1947, costing over £500; a distinguished car in exceptional condition for £495.—Mole, 31, Dover St., W.1. Tel. Grosvenor 5902. [C5810]

1937 Rolls-Royce Phantom III owner driver sports saloon by Park Ward, genuine mileage 48,000, a chance to acquire a most beautiful and luxurious car at the price of a town runabout; £700.—Tel. Chiddingfold 310. [C5648]

£295—Rolls-Royce 20/25 1932 Park Ward owner-driver saloon, delightful condition, grey cellulose with loose covers over blue leather upholstery, mechanically above reproach and motors as it should; outstanding value at £295; in exchange.
C.N.K. MOTORS, 355, Finchley Rd., Hampstead, N.W.3. Hampstead 5712. [C1052]

1948 Rolls-Royce Silver Wraith sedan de ville fitted with H. J. Mulliner, finished black, in magnificent condition throughout; to-day's new price; £6,700. Will accept £2,450.—Harry Martin, 23, Devonshire Place Mews W.1. [C598]

1938 (June) Rolls-Royce Phantom III Barker owner driver saloon, black with brown hide, chauffeur maintained, chassis CM type, a most beautiful and distinguished car; £775.—Gordon Fussey Ltd., Beckbank Garage, Cottesingham, E. Yorks. Tel. 47224. [C5762]

THE SOUTHERN MOTOR CO. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport), office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [C5623]

20/25 Rolls-Royce owner-driver saloon, exceptionally pretty lines, excellent mechanical condition; £675; also 1935 Rolls-Royce Phantom II owner-driver saloon, £675; and 20hp Rolls-Royce 7-seater, £585; both in very fine condition; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45344. [C4024]

395 ins.—Rolls-Royce, 1953 Phantom II 40/50hp Barker 4-door sports saloon, sliding head, leather discs, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1356-7 Rolls-Royce 25hp special semi-razor edge Sportsman saloon, finished in most beautiful and unblemished black with tan hide upholstery with carpets to match all unmarked, speedometer reading 45,000, fitted many extras including, Ace discs, H.M.V. push-button radio, heater, six almost new tyres, front two brand new, almost new battery, chrome passlamp, twin chrome trumpet wind horns, chrome overriders, the whole car is in most impeccable condition throughout, a photograph will be forwarded to genuine enquiries, mechanically the car is beyond reproach, truly a most excellent example of one of the best cars in the world; £650, exchanges.

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

ROLLS-ROYCE

1934 20/25 H. J. Mulliner owner driver saloon; £625.—C. V. Rushmer, 39, Holland Park, W.11. Park 5751. [C3061]
Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd., Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 50, Park Lane, W.1. Grosvenor 3434. [C0970/R]

J. MARSHALL.
WANTED, Rolls-Royce 22/22 and 20/25, all types of J. MARSHALL 869, St. Albans Rd., Watford, Tel. Garston 2369. [C0496/R]

PHANTOM III wanted, owner-driver body preferred.—Box 2222. [C3929]

ROLLS-ROYCE Wraith wanted, 1939 if recent overhaul, post-war if comparatively cheap.—Box 3019. [C5878]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C0204]

REQUIRED, good owner-driver Rolls-Royce.—G. Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 116. [C2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [C04018/R]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [C04024]

A&S urgently require 25/30hp Saloons with boot, also privately owned 25/30hp Limousines, details please, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

ROLLS-ROYCE cars wanted, owner-driver type Ph. III or 20/25 or 25/30.—Swanmore Garage, 1176, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 45344. [C04024]

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, Nr. Crawley, Sussex. Crawley 437. [C6283]

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [C0597/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [C0597/R]

Rolls-Royce Spares and Service
JACK BARCLAY, Ltd.,
LARGEST official repairers Rolls-Royce cars.
SERVICING or overhauls.
COACHWORK renovations and accident work.
LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close St. Wimbledon Tube). Liberty 7222 (8 lines). [C10482/R]

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [C0614/R]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [C5360]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also recommended replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [C0064/R]

ROVER 10

CAMDEN MOTOR3 for Rovers.—10hp saloon, 1946, two previous owners history available, including details of recent overhaul by makers, exceptional order; £435.

CAMDEN MOTOR3 for Rovers.—10hp sports saloon, 1940, one of the few produced, most attractive lines, usual refined Rover performance; £395.

CAMDEN MOTOR3 for Rovers.—10hp saloon, 1952, full de luxe; 4-door model in very good order throughout, specially recommended; £295.

CAMDEN MOTOR3 for Rovers, Leighton Buzzard, 4, Feds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1940 Rover 10 saloon, black, brown leather, used by one family only since new, well maintained; £325.—Price Simor House, Clare Hill, Esher, Surrey. Tel. 4561. [C15763]

295 ins.—Rover 10, 1940 model saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROVER 12

£365—Rover 12hp saloon de luxe, 1959, blue with blue leather, 6-light series with built-in heater.

CAMDEN MOTOR3 the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1947 (October) 12hp saloon, blue, brown cloth, excellent condition; £350.—Robbins, East Putney, Tel. 4561. [C3910]

1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted heater, fitted lamp, low mileage, one owner, original condition; £496; hire purchase and part exchanges.
JOHN CAMPBELL MOTORS 415, Holloway Rd., N.7. North 4441. [C1036]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 12
£485!!! 1946 Rover 12 saloon, drive it, it feels new, open the doors, look inside, it's spotless, one of the finest Rovers we have had: 3 months' guarantee; hire purchase, exchanges.
LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 621. (East Finchley Underground.) [C2052]

395ens.—Rover 12, 1946 de luxe saloon, sliding head, leather, excellent condition, choice of 4 Rover 12s, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland & Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROVER 14
£235—1939 Rover 14 saloon, very clean car; terms, Auctions, 26, Bristol Rd., Brighton 28440. [15843]

1938 Rover 14 saloon, black, blue leather, excellent condition, two owners; £285 o.n.o.—3, Aulsyn Gardens, Surbiton, Elm. 5544. [15735]

CAMDEN MOTORS for Rovers.—14hp sports saloon, 1947, two previous owners, expertly maintained by late engineer owner, delightful performance; £495.
CAMDEN MOTORS, Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

£195—1937 Rover 14 sports saloon, unrepeatable bargain, £195 or £70 down.—Bray Motors, 130-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£475!!!—1946 Rover 14 de luxe saloon, speedometer reads 24,000, whole vehicle like brand new and irreplaceable at this price; 3 months' guarantee; hire purchase, exchanges.
LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 621. (East Finchley Underground.) [C2052]

1947 (Nov.) Rover (6-cyl.) 14 6-light 4-door sliding roof saloon, low mileage, one owner, finished in black with brown upholstery, cellulose is unmarked, all chromium plate unblemished, interior hardly soiled, fitted with many extras, including twin spot lights, heater, radio, 5 new Dunlop tyres; this car has had recent complete check over at a cost of £90 by makers (small mileage since) and is in magnificent condition throughout; must be seen and tried to appreciate a specimen car; terms and part exchange arranged. £495.
PAUL STREET GARAGE, Ltd., Rover Retail Dealers, 20, Paul St., London, E.C.2. Bishopsgate 6781-2-3-4. [15570]

ROVER 16
AUTOMOBILIA, Ltd., offers:—

1939 Rover 16 4-door de luxe sunshine saloon, blue, low miles, 35,000 miles since new, one owner, exceptional condition; £325.—Automobilia, Ltd., Pippbrook Garage, London Rd., Dorking 4304, 3891. [C1089]

WANSTEAD MOTORS, Ltd., offers:—

1946 Rover 16, colour two-tone beige and brown, very good condition; £395.
WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. [C4042]

1947 Rover 16 saloon, black, fawn upholstery, sun roof, heater and various extras; £495.
PARKERS, Ltd., 176, Deansgate, Manchester, Deansgate 4507. [15656]

1947 Rover 16hp 4-light sports saloon, fitted radio and heater.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079]

ROVER 60 & 75

NEWHAMS, Ltd.
1952 Rover 75 saloon, black, loose covers, carefully used; £595
NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6 Riverside 4646. [C3024]

COX'S, of Leicester!!!
COX'S—Specialists in carefully used Rovers, largest selection.
COX'S—1950 Rover P.4, black with green leather, fitted radio and heater, low mileage, faultless condition; £635.
COX'S—1952 Rover P.4, faultlessly finished in black, red hide upholstery, 22,000 miles; £985.
COX'S—1953 (March) Rover P.4, 4,000 miles, black, red leather, fitted heater, cigar lighter, additional lamps; £1,125.
COX'S have several other fine examples of Rover cars for your choice.
CASH, terms, exchange.

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C1059]

PHILIP RICKARDS, Ltd., offers:—

1953 Rover 75, black, radio, covers, 9,000 miles, perfect; part exchanges, deferred terms.—J. Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

H. A. SAUNDERS, Ltd., of Worcester.

1950 (Sept.) Rover P.4 saloon, black with green leather, radio and heater, 22,000 miles; £825
AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005]

PHENIX MOTOR COMPANY (SURREY), Limited, offers:—

1948 (Sept.) Rover P.3 saloon, black, red upholstery, fitted loose covers, moderate mileage, an exceptional example of this series; £395.
PHENIX MOTOR COMPANY (SURREY), Limited, Sutton, Surrey, Vigilant 1121. [C3044]

1952 (Oct.) Rover 75 saloon, blue, 13,000 miles, one owner, H.M.V. radio, as new; £1,025.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029]

1953 Rover 75 saloon, radio, loose covers, etc., 9,200 miles.—Weybridge 600. [C4023]

1953 Rover P.4 saloon, black, grey leather, extras, 8,000 miles, superb condition; £1,085.—Robbins, East Putney, Tel. 4581. [C5010]

1951 Rover 75 saloon, black with red leather, in exceptional condition, one particular owner, written guarantee; £370.—Vernon Balls (Holborn), Ltd., 59, High Holborn, W.C.1. Holborn 5076. [15682]

ROVER 60 & 75
75 Rover P.4 saloon, 1950 model, in very fine condition; exchanges with cash adjustment on either side.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 43364. [C4024]

CAMDEN MOTORS for Rovers.—75 saloon, 1951 model and registered, P.4 series with built-in heater etc., beautiful low mileage specimen; £825.

CAMDEN MOTORS for Rovers.—75 saloon 1950 P.4 model, similar to above, finished in beige with red upholstery, built-in heater, screenwash, etc., one owner; £745.

CAMDEN MOTORS for Rovers.—75 saloon, 1949, 6-light series, with leather upholstery, recently overhauled, serviced, etc., engine decoked, new tyres fitted; £615.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1951 Rover 75 saloon, black, 17,000 miles only from new, one careful owner, fitted H.M.V. radio and numerous extras, a car we can thoroughly recommend; price £595.

NEWTON OF HUDDERSFIELD, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). [15367]

1951 (October) Rover 75, black, radio, heater, covers; £835; trade and part exchange enquiries invited.—O. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. [C3016]

1951 (September) Rover 75, colour black, red interior, fitted heater, loose covers, guaranteed mileage 7,900, unblemished; £950 or exchange.—Bowles, 18, Elm Park Court, Pinner. Tel. 360. [C1085]

1950 Rover, colour black/red upholstery, low mileage, one owner, in excellent condition; £790.—John Whaley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. [C4051]

ROSE & YOUNG, Ltd., offer 1948 Rover 75 saloon, fitted radio and heater, exceptional condition, grey; £545.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

XXX 1950 (September) Rover 75 P.4 saloon, black with red leather, heater, one private owner, quite immaculate, written guarantee, £770; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005]

LAND-ROVER
OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [15111]

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), offer:—

1952 (August) Land-Rover, 5,000 miles, one owner, outstanding condition; £450.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039]

THE following Land-Rovers for disposal on completion of contracts—1950 model, 2 available, £275 each; 1950 model with Lincoln electric welding set supplied by Rovers, £395; all in good condition.—W. A. Dawson, Ltd., Civil Engineering Contractors, Sutton Park, Luton. [15502]

Land-Rover Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLYS House, 365, Euston Rd. N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7843)
BRISTOL (Bristol 21326)
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUSLOW (Houslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [10029/R]

BRADSTOCK MOTORS, Ltd., offers:—

1946 7 Rover 10 saloon, black, brown leather, fitted radio and heater, low mileage, excellent condition throughout; £465.—Below.

1947 (November) Rover 16 sports saloon, fitted radio and heater, low mileage, excellent condition throughout; £445.—Chase Rd., Epsom, Tel. 633. [C1090]

BEARDS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. [10080/R]

£200—Rover sports saloon, black, 1936, good condition throughout.—Lawrence, Lownd, Springfield Crescent, Horsham, Sussex. [15250]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

REQUIRE, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Rover Miscellaneous Cars Wanted
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Fortsmead Rd., Guildford, Tel. 62907. [10242/R]

BLAKEs, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [17736]

XXX H. F. Edwards offer immediate cash for good Rover cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 5400. [10047/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [10436/R]

Rover Spares and Service
LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. [10219/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [10009/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 84. [10047/R]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [10436/R]

BARKING—For full stocks of spares and genuine service for Rover owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [10518/R]

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302. [10556/R]

SIMCA
1954 Simca Aronde saloon, 2,500 miles, showroom condition guaranteed.—C. V. Rushmer, Fiat Specialist, 39, Holland Park, W.11. Park 5751. [C3061]

SINGER
SLOCUMBS, Ltd.
SINGER Roadster, unmarked and first-class order, with three months' guarantee; £395, or £132 deposit; part exchanges cars, motor cycles or three-wheelers.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869; nearest Underground, Dollis Hill Station. [C4017]

B. J. HUNTER, Ltd., offers:—

1951 Singer S.M. saloon, recent check-over, positively unmarked; £550.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C4010]

1953 Singer S.M. 1500 saloon, 4,000 miles; £725.
1951 Singer S.M. 1500 saloon, radio, one owner; £525.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

1948 Super 10 sun roof saloon, black, excellent condition, one owner; £265; choice of 2, N.W.11. Speedwell 0011. [C4003]

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11.
1952 (June) 1500 saloon, black/beige vinyl, loose covers, one owner, 11,300 miles; £555.—J. Fricker, Ltd., Park 5077. [C2016]

1952 Singer S.M. 1500 saloon, black, leather interior, fitted with spotlight, one careful owner; £625.
BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [15657]

CAMDEN MOTORS for Singers.—S.M. 1500 saloon, 1952, in beige with full de luxe leather upholstery, carefully used, a very nice car, unrepeatable offer at £495.
CAMDEN MOTORS for Singers.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

£150—Singer 9 1937 de luxe 4-door saloon, sliding head, leather, v. good condition, demister, fog lamp, new carpets, taxed year.—Parker, 15, Levita Rd., Oakhill, Stoke-on-Trent. [15868]

£310—Singer Super 10, Sept. 47, immaculate condition, maroon, red leather upholstery, 26,000 miles, one owner.—Eastwood & Watkin, Deansgate Garage, Newcastle, Staffs. [15650]

395ens.—Singer 9, 1951, 4A.B. sports roadster, 1 P.F.S. leather, heater, glass, sidescrns, excellent condition; choice of three 4A.B.s; terms, exchanges.—Rowland Smith, below:—

325ens.—Singer super 10, 1947 saloon, sliding head, leather, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

245ens.—Singer 9 1939 sports 2-4 seater roadster, glass sidescrns, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1950-1 Singer 1500 4-door saloon, Comet blue, fawn hide interior, heater, low mileage, beautiful car, economical; £450; consider part exchange.—14, Offington Gdns., Worthing, Swandean 849. [C4027]

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn, Tel. 64801-2. [16475]

THE Singer agents for spares, service, repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [10054/R]

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [10055/R]

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities. Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080. Deansgate, Manchester, Deansgate 4507. [10390/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

BERT MASON.

£195—2½-litre Jaguar saloon, immaculate.

£235—2½-litre Jaguar drop head coupe.

£265—Jaguar 1½-litre saloon, beautiful example.

£135—Singer 1½-litre 4-seater sports, an attractive car in very nice condition.

£185—Triumph Dolomite 2-litre sports saloon, very clean and extremely fast; very many others.

A LARGE selection of Jaguars of all types.

MANY others; hire purchase on every vehicle: open till 10 p.m.

BERT MASON'S SPORTS CARS, 77, Crickfield Rd., Clapton, E.5. Amherst 1814. (C3073)

B & G. MOTORS offer:—

£145—M.G. 847cc special C-type Monihery 2-seater, fitted P-type engine, beautiful red cellulose, excellent hood and tonneau cover. Stone-guards, quickstarters, flame thrower passlight, etc., etc.

£125—M.G. 12hp open sports 4-seater, apple green, excellent hood, goes like the proverbial bomb.

£145—Singer 9 Le Mans 2-seater, cream, chrome of two, slab tank, twin carbs, twin spares, etc., very fast.

£120—Singer 9 open sports 2-seater, British racing green, fitted special late type engine and gear box, new hood.

£120—Mott 1936/7 open sports 2-seater, series 1, exceptionally smart paintwork, almost new hood and screens, a pipkin.

£105—Wolsley Hornet 12hp E.W. Special open 2½-seater, black and red, twin carbs, knock-on wheels, 4-speeds, etc., fast.

£85—B.S.A. Scout 9hp, open 1935 sports 2-seater, grey, goes like a well and looks well, fold-flat screen, slab tank, etc.

£69—Austin 750cc special open sports 2-seater, completely rebuilt, lovely maroon cellulose, excellent hood.

£47—Austin 7 open 4-seater with new hood and recovered front seats, goes beautifully.

£43—Austin 7 coupe de luxe, black, exceptional interior condition and goes jolly well, too.

MANY others; easy terms.—B. & G. Motors, Early Messrs, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019)

CHARACTER CARS offer:—

1934 Alfa-Romeo 1750 sa'oon: 1933 Alvis 20 tourer; Austin 750 special; British Saloon 1935 saloon and 1936 d.h.c. Hispano-Suiza 372hp sedan, supplied new to Sir Oswald Mosley 1937 M.G. T.A.: 1933 Talbot 105 tourer and 1937 105 tourer.

SPORTS cars in good condition urgently required; details and photograph gratefully received and acted upon immediately.—Character Cars, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. (C1044)

ROWLAND SMITH'S for sports cars.

525 gns.—M.G. Midget, late 1951, T.D. 2-seater, one owner, exceptional.

395 gns.—Allard 1949, sports 2-seater, high compression heads, excellent condition.

395 gns.—Singer 9, 1951, 4AB sports roadster, glass sidescreens, I.L.S., excellent condition.

365 gns.—Allard, September, 1948, sports 4-seater, tonneau cover, excellent condition.

345 gns.—M.G. Midget, October, 1946, T.C. 2-seater, very good condition.

325 gns.—Sunbeam-Talbot 10, 1940, sports 4-seater, carefully used, exceptional.

295 gns.—Lagonda Rapier, 1935 model, 10hp twin ohc drop head coupe, carefully used, excellent condition.

245 gns.—Frazer Nash-B.M.W., late 1935, type 55 convertible sports coupe, excellent condition.

245 gns.—Singer 9, 1939, sports 2½-seater roadster, glass sidescreens, very good condition.

195 gns.—M.G. Midget, 1935 model, 8hp P. 2-seater, good condition.

145 gns.—Hillman Aero Minx, 1934, sports 4-seater, tonneau cover, good condition; terms: exchanges; list, open 9 a.m. to 5 p.m. Saturdays.

Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

VINTAGE AUTOS (proprietor Jack Bond).

RUN by an enthusiast for the enthusiast.

WE are probably the only dealers in the country who refuse to sell post-war "moderns" at any price and believe "the future is in the past." our stock of good, clean, pre-war thoroughbreds includes Vintage, Sports cars and Continental cars of every description, always 90 cars in stock.

HEAD office and main showrooms: 66, London Rd., Tooting, Tel. Mitcham 3951; and at our new branch for cheaper thoroughbreds under £150—185, Elmers End Rd., Beckenham, Tel. Beckenham 2521.

Our Tooting branch is open for inspection till 9 p.m. 7 days per week including Saturdays and Sundays. (C4039)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

B.M.W. Veritas Meteor, first registered September, 1939, just completely overhauled, engine and axle at a cost of £400 and not been used since, £875; or would exchange for XK120 or similar car with cash adjustment. (C1001)

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN 7 saloon, £45; Austin 7 2-seater, £65; Alvis Speed 20 saloon, £105; Alvis Speed 20 tourer, £125; Bentley 6½-litre coupe, £95; Citroën 15 saloon, £135; Ford V.8 saloon, £145; Ford 10 saloon, £125; Invicta 4½-litre coupe, £175; Lagonda 3-litre coupe, £36; Lagonda 3½-litre saloon, £145; Lammus-Graham 17hp tourer, £125; Morris 8 saloon, £95; Pontiac utility, £35; Ralston coupe, £125; Riley 9 saloon, £75; Rolls-Royce limousine, £65; Singer 9 Le Mans tourer, £75; Talbot 15hp coupe, £145; Vauxhall 14 saloon, £145; Wolsley 12 coupe, £25. (C3041/1)

SPORTS CARS

1949 (September) 14hp Lea-Francis special drop head coupe, fitted 1515 cc. engine; £475.

BREW BROTHERS, Ltd., 135, Old Brompton Rd. S.W.7. Fremantle 3335. (C1063)

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

LFA-ROMEO 1750 s/c Nov. 1954, Castagna f.d.h. A coupe, recon. engine just fitted, red, leather hood, specimen; £475.

ALVIS 4.5, November, 1939, f.d.h. coupe, black/grey, radio, 18in wheels, specimen; £495.

ALVIS Speed 20 1954 V.D.P. sports 4-seater, exceptional condition; £295.

ALVIS 1940 model Speed 25 Charlesworth sports saloon, dual exhausts, light grey, spotless; £575.

ALVIS 1938 model Speed 25 f.d.h. coupe, blue and black, one owner, radio, etc.; £445.

DELAUE D.6 70 1935 streamlined saloon, reconditioned, brown, reconditioned engine just fitted, Colat box, specimen; £495.

DELAHAYE 155M 1938-9 5-carb. Chapron 2-door fixed head coupe, speedo, reading 39,000 miles, newly new engine, chauffeur heater, etc.; £575.

C-TYPE Jaguar competition 2-seater, late 1953, 160 mph, virtually as new, one of the first ever offered; £545.

MERCEDES BENZ 540K supercharged special, streamlined four-door d.h. coupe 1958 model, fantastic condition, just overhauled by Mercedes, l.h.d.

PEUGEOT type 203, August, 1951; see under Peugeot column.

20hp 1929 Hooper fixed head sports coupe, reconditioned blue and black, specimen; £395.

20hp 1934 series f.d.h. coupe, black/red, new leather hood, specimen chassis, lovely car; £685.

25 (Feb. 1933) owner driver, black/beige leather, boot, discs, bumpers, absolutely immaculate; £545.

PHANTOM II Continental Owen Gurney Nutting sedan, coupe, late 1933, dark green, reconditioned engine, etc., late property of film star, specimen; offer.

SUNBEAM-TALBOT 30 Mark II, March, 1952, one owner only, 15,304 miles, special rear windscreens, maintained regardless, specimen; £775.

W.E. are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841

ONLY 5 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, £4M.T.A.M. M.A.M.T.A.M. M.A.M.T.A.M. M.A.M.T.A.M.

FROM over 150 in stock all plainly marked with year and price we select:—

ALLARD J2 coupe, 2-seater, close-ratio gear box, 1950, £595; Allard J2 coupe, 2-seater, 1950, £595.

ALLARD 81M drop head four-door, 1949, £375; Allard 71L sports saloon, 1948, £295.

ALVIS Speed 20 V.D.P. 1951, 1935, £195; Alvis Speed 20 tourer, 1934, £145.

ALVIS 17hp Silver Eagle sports saloon, 1937, £195; Alvis 14hp Firebird saloon, 1936, £125.

STON MARTIN 1½-litre 2-seater, 1936, £425; Alfa-Romeo 1750 Youngs coupe, 1930, £195.

BRITISH Saloon 20/90 2-seater roadster, 1937, £295; Bentley 3½-litre V.D.P. 1937, £245.

CITROEN Light 12 sports saloon, 1937, £195; Fiat 500 cabriolet, 1937, £155.

FRAZER NASH Le Mans Replica, 1951, ex-Sidney Green, latest BSI engine, 515 cc. 1937, £1,375.

HUDSON Terraplane 22hp d.h. four-door, 1940, £265; Hudson Terraplane 17hp saloon, 1938, £195.

JAGUAR 3½ d.h. four-door, export model, 1948, £475; 3800 2½-litre coupe, 2-seater, 1937, £375.

LAGONDA 4½-litre LG45 d.h. four-door, 1936, £325; Le-Francis 1½ streamlined utility, 1949, £375.

MERCEDES-BENZ 500cc Type B cabriolet, 1937, £415; Morgan 4½ 10hp 2-seater, 1937, £245.

M.G.—See large selection under M.G. column; also M. spares and service.

RILEY—See large selection under Riley column; also spares and service.

ROLLS-ROYCE 20/25 Park Ward owner-driver sal., 1931, £245; R 20 Park Ward sal., 1932, £195.

ROLLS-ROYCE Phantom II 1934, £425; R 20/25 Saloons cabriolet, 1933, £395.

STANDARD 14hp de luxe saloon, 1946, £295; Singer 9 roadster, 1939, £275.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list. (C5041)

RILEY Monaco, two owners since new in 1930, true vintage specimen; £25 o.n.o.; seen Birmingham Box 2970. (5716)

1952 (April) Ford 10hp open 4-seater envelope body.—Smithies, 156, Bramhall Lane St. Bramhall 2506. (5539)

1934 S.S. 2½-litre saloon, attractive, exchanges. £145.—also 2½-litre, excellent chassis. £145.—Auto Engineering, Willsons Rd., Ramsgate. (5690)

H.R.G. 1952 1500cc. grey with red leather, twin master cylinders on brakes, 19,000 miles, £650 o.n.o.—Tel. Lewis, Molesey 2157, latter 8 p.m. (5004)

OSCAR MOORE offers what surely must be the nicest S.S. 100 in existence: £375; terms and exchanges.—204, Ballard Lane, N.3. Finchley 2920. (5895)

OSCAR MOORE wishes to dispose of the HWM/Jaguar: a part exchange would be considered and H.P. terms could be arranged.—204, Ballard Lane, N.3. Finchley 2920. (5894)

AUTOMOT, Ltd., offer Morgan special 4-wheeler J.A.P. water cooled, £85; 1938 S.S. 100 2½-litre sports, £295; another 3½-litre 1938, in superb condition, £475; and yet another, as new, £485; Alfa-Romeo 1500 supercharged Zagato 2-seater, reconditioned, £265; Alvis 1250 beetleback 2-seater, £145; Talbot 65, immaculate, £145; Riley 9 1937 black saloon, £185; 1940 Riley 12 Nuffield saloon, immaculate, £310; Invicta 4½, low chassis sports, £395; 1947 Frazer Nash-B.M.W. 328 G.P. 2-seater, sports, spare pistons, etc., £575. 229, West End Lane, N.W.6. Hampstead 3450. (5614)

SPORTS CARS

JOHNSON & BROWN offer 1939 Mercedes Benz 25C saloon, l.h.d., £775; Lagonda V.45 4½-litre V.D.P. tourer, recent engine overhaul, £295; 1937 model Mercedes Benz 540K supercharged cabriolet, £650; Lancia Astura Farina, pillarless saloon, 1939, exceptional, £795; Rolls-Royce 20 2-seater, £200; Rolls-Royce 20 Park Ward saloon, October '28, exceptional, £295.

Alvis Speed 20 saloon, 1935, excellent mechanical condition, £165; we urgently require good sports saloons and touring cars.—Ringers Rd., Bromley, Kent (30 minutes Victoria). Ravensbourne 6479 and 2322. (C3034)

CHILTERN CARS offer: Supercharged 1750 Alfa-Romeo Zagato 2-seater, £395; supercharged 1750 Alfa-Romeo Castagna D.H.C., £355; 1950 Austin A90 convertible, £465; 1938 4.5 Alvis saloon, £195; 1938 Alvis 12/70 D.H.C., £265; 1938 Alvis 12/70 4-seater tourer, £295; 1½-litre Austin Martin Le Mans 2½-seater, £265; special Type 51 Bugatti 2-seater, £650.

Type 35C G.P. Bugatti, fitted supercharged 1½-litre Alvis engine, £235; 1924 Fiat 501 2-seater, £75; 1936 2-litre Frazer Nash-B.M.W. D.H.C., £225; 1937 3½ Hotchkiss four-door F.H.C., £295; 4½ L.C. Invicta 2½-seater, £275; 3-litre Lagonda tourer, £165; Lotus Austin competition 2-seater, £315; 1939 3-litre M.G. saloon, £295; 1939 1½-litre M.G. saloon, £255; J-type M.G. 2½-seater, £145; 8-evil Ralston tourer, £195; 1937 Riley Lynx-Sports, £355; 1936 3½ Talbot sports saloon, £195; 1935 14hp Wolsley Hornet Special, £125.

D.H.C., £175; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. (C1044)

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. (C4018)

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W5041)

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater. (W1015)

MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G., Riley, Le Mans, 2½, Talbot, Morgans, etc.; please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (C3013)

Sports Cars Spares and Service.—TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. River-side 6496. (0755/R)

S.S.

S.S.1 sports tourer, in good running order, silver blue, taxed; 110gns.—Tel. Gp. 4641. (5557)

STANDARD 8

CAR MART, Ltd. Standard 8hp saloon; £465.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (C1039)

SLOCUMBS, Ltd. Standard 8's, choice of three 1946/7 saloons and drop head coupe with three months' guarantee, £245 to £295; part exchanges, cars, motor cycles or three-wheelers.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4968. (C4017)

PHILIP RICKARDS, Ltd., offer:—1953 Standard 8 saloon, black, heater, 4,000 miles, part exchanges, deferred terms.—4, Braxton Park Lane, London, W.1. Grosvenor 4772-3. (C5051)

PERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—1953 Standard 8, green, 5,000 miles; £460.

BERKELEY Sq., W.1. Grosvenor 4343. (5850)

STANDARD 1948 blue/blue 8hp saloon, one owner, excellent condition; £285.—J. Erskine & Sons, Ltd., 1, Speedwell 0011. (C4004)

H. A. SAUNDERS, 144, Golders Green Rd., N.W.11, Speedwell 0011. (C4004)

1946 Standard 8 2-door saloon, black/blue upholstery; £225.—J. Fricker, Ltd. Park 5077. (C4004)

1948 Standard 8 tourer, black with brown upholstery, one owner, excellent condition throughout, £265.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgeware Rd., N.W.9. Col. 8082. (C3004)

1947 Standard 8 saloon, one owner, 27,000 miles genuine; £275; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1954 model Standard 8 saloon, many extras, as new, £475 plus P. Erskine & Sons, Ltd. Commercial Rd., Woking 330. (C2051)

1953 Standard 8 4-door saloon, green, low mileage; £450.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (5625)

1948 Standard 8 drop head coupe, genuine low mileage, practically unblemished, one owner; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6128. (C2068)

CAMDEN MOTORS for Standards.—8hp saloon, 1953, blue with blue leather, thoroughly sound condition, very economical and lively engine, very good tyres and several useful extras; £195.

CAMDEN MOTORS for Standards.—8hp drop head four-door coupe 1940, just fitted new hood, recent engine and gear box overhaul; £240.

CAMDEN MOTORS for Standards.—8hp drop head four-door coupe 1948, serviced since new by Standard distributors, very good engine; £315.

CAMDEN MOTORS for Standards.—8hp saloon, 1948, a super de luxe little car with many items of extra equipment, one previous owner only, in very much above average condition; £345.

Camden, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

1948 Standard 8 saloon, one owner, regularly serviced, in very good condition throughout; £275.—Elborne Bros., Ltd., Lady Margaret Rd., Southall, Middx. Wuxlow 1891 and 4009. (5803)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

1947 Standard 8 drop head, one owner, small mileage, maintained by Standard agents, in perfect condition. £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2650]

KENTISH & THOMSON, Ltd.—1946 Standard 8 tourer, grey with blue upholstery, reconditioned engine and clutch just fitted. £195.—564, Wickham Rd., Croydon, Springpark 5477. [C2047]

1948 decarbonized and overhauled with new brake cables and liners, also new battery.—"Thatched Cottage," Farrington, Alton, Hants. Tel. Tisted 279

265 cms.—Standard 8, 1946 tourer, leather, new hood, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1954 Standard 8, done 500 miles, to be sold or exchanged, registered new middle December, 1953, fitted with all extras and licence paid; cost £500; accept best offer, or would exchange cheaper car and cash.—C. A. Allen, 20, Homewood Rd., Chesham, Surrey. Tel. Ewell 1950. [C5635]

1947 Standard 8 drop head coupe, black, reconditioned engine, one owner, nice condition, £235; also 1948 Standard 8 tourer, black and brown leather, good hood and side screens, recently fitted reconditioned engine; £235; hire purchase and insurance arranged.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5132. [C3011]

STANDARD 10

STANDARD 10 1939, in excellent condition, £200; new car arrived.—Ripley 2281. [C3778]

STANDARD 12

METROPOLITAN MOTORS.
(HUMBER, Hillman, Sunbeam-Talbot, Commer.)

1948 Standard 12 saloon; £335.—Metropolitan Motors, Horn Lane, Acton, W.5 Acton 5064. [C4673]

£395!!—1948 series Standard 12 drop head coupe, immaculate condition throughout; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms.
L 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

1938 Standard 12 saloon, genuine 48,000 miles, £225; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

265 cms.—Standard Flying 12, 1939 de luxe saloon, sliding leather, heater, 1.65, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1946 Standard 12 de luxe saloon, just had factory engine fitted, also new trimming and recollared, this car should give years of excellent motoring; £325; terms, exchanges.—Corner Garage, 90, Gorton St., Blackpool. Tel. 26538, n1516. [C5693]

STANDARD 14

£165—1939 Standard 14 saloon, terms.—Autospins, 5, Balham High Rd., Balham 1509. [C1009]

1946 (November) Standard 14 sun saloon, black with red, in very nice condition; £295; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025]

TANKARD & SMITH, Ltd.—1946 Standard 14 saloon, black, brown leather; £285.—97, Peckham Rd., S.E.15, Tel. Rodney 2051. [C4025]

1949 Standard 14 saloon, 1.4 d., one owner, black, good condition; £270; exchanges, h.p.—Perryman, Prestwich, Manchester. Prestwich 2057. [C5785]

1948 Standard 14 de luxe saloon, one owner, original condition, guaranteed; £350; exchanges, terms.—Palmer, 53, York St., Twickenham, Popesgrove 1890 7087. [C3034]

1939 Standard 14hp, black and red leather, excellent order; £195.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4, Hendon 2146. [C4007]

£325!!—Standard 14 de luxe saloon, magnificently maintained, about 5 years old but literally looks and runs like new; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms.
L 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

ROY'S offer: £105 deposit.—1947 Standard 14 saloon, R magnificient, cash £315; terms and exchanges.—Rors Automobilia, Ltd., 127, Parkway, B.W.1. (Near Camden Town Tube station.) Euston 2700 and 8894. [C3059]

STANDARD VANGUARD

ALWAYS
STANDARD Vanguards A selection with a written guarantee and free after sales service at

TAYLOR & SCOTT, Ltd., 25, East Hill, Clapham Junction R.W.11, Bait. 2252. [C3022]

CAR MART, Ltd.

1953 Standard Vanguard Phase II saloon, overdrive, £775.

1953 Standard Vanguard Phase II saloon; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

H. BEART & CO., Ltd.

1952 de luxe saloon, bonnet blue with red leather upholstery, radio and heater, one owner, genuine 13,000 miles; £595.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1081]

AUTOMOBILIA, Ltd., offers:—

STANDARD Vanguard 4-door de luxe saloon, black, grey leather, radio, excellent condition, first registered 1951; £395.—Automobilia, Ltd., Pipbrook Garage, London Rd., Dorking 4304, 3891. [C1089]

OVERSEAS CARS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, red leather, heater, 22,000 miles; £535; for other Overseas Cars buy direct see our ad on page 39

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge S.W.3, Kensington 7475. [C3031]

STANDARD VANGUARD

CHARLES RICKARDS, Ltd., offer:—

1952 Standard Vanguard, finished grey, red leather, fitted over-drive, seat covers, H.M.V. radio, heater, excellent condition; £575. Also a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050]

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, radio, blue, 17,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C4045]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1952 Standard Vanguard saloon, grey, excellent condition throughout, fitted H.M.V. radio, taxed; £585.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1651. [C4009]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer

1953 Phase II Standard Vanguard, black, red leather, radio and heater, low mileage; £685.

BERKELEY Sq., W.1, Grosvenor 4343. [5849]

£565—Standard Vanguard saloon, 1952, blue, leather upholstery, only one owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. [C2008]

1952 (July) Vanguard, blue, blue leather, heater, etc., excellent condition; £535.—Roddins, East Putney, Tel. 4581. [C3010]

1952 Standard Vanguard estate car, 14,000 miles, absolutely as new throughout; £625, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

£434!!—1950 Standard Vanguard saloon de luxe, spotless bodywork, fitted heater, new tyres, etc.; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms.
L 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

1949 Vanguard saloon, H.M.V. radio, heater, leather upholstery; in excellent condition; £535.—Arnots Garages, Grange Rd., Willesden, N.W.10, Will. 7671. [5921]

745 cms.—Standard Vanguard, July 1953 estate car, radio, heater, one owner, genuine 5,800 miles, practically new; cost over £900; terms, exchanges.—Rowland Smith, below:—

395 cms.—Standard Vanguard, late 1950 saloon, heater, radio, one owner, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 model Standard Vanguard saloon, one owner, 15,000 miles, overdrive, heater, colour grey; £525.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19, Liberty 3456. [C1077]

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey, red leather, nominal mileage, one careful owner since new; £495.—94, Gt. Portland St., W.1, Lan. 1343. [C4013]

1952 Standard Vanguard, black with red interior, fitted radio and heater, 9,000 miles only; £565.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

1950 model Vanguard 4-door saloon, black, brown trim, radio, heater, low mileage, excellent condition throughout, guaranteed; £425.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

5000 miles only, 1953 Standard Vanguard II saloon; £695.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (Ad.) Leicester Sq., Tube stat., W.2, Temple Bar 3588. [C1027]

1953 Standard Vanguard Phase II, beige with blue interior, 4,000 miles only, as new throughout; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames Kingston 1185. [C1016]

1949 (Sept.) Vanguard saloon, grey, loose covers, heater, wireless radio, and other extras; £420, o.n.o.—Watson's Motors, Ltd., Basingstoke, Tel. 950. [5757]

TANKARD & SMITH, Ltd., offer 1951 series (reg. Dec. '50) Standard Vanguard, black red leather, one owner, low mileage, unimpaired condition, £475; 3 months' written guarantee.—194/198, Kings Rd. Chelsea, S.W.3, Flaxman 4801-2-3. [C4025]

1952 Vanguard with leather, heater and Tyran loose covers, one owner, bargain; £575, or £192 deposit and 18 monthly payments; exchanges.—Starnes Motors, Standard Specialists, 103, Cricklewood Broadway, N.W.2, Gladstone 2480. [5500]

1952 Vanguard, Comet blue, red leather, heater, radio, overdrive, twin spots, badge bar, Ace Rimbellishers, one owner driver, well maintained 18,000 miles; £625; terms could be arranged.—R. E. Perrott, 99, Gunnersbury Ave., Ealing, W.5, Acorn 4289. [5822]

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloon, grey, red leather, low mileage, heater, radio, one owner, £520; 1951 blue/brown, grey grey (heater), or blue/red leather, choice of 3 from £459; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9, Brixton 6251. [C3068]

STANDARD VANGUARD CARS WANTED

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Standard Vanguard.—Hampstead (Tube) N.W.3, Ham. 6041. [W4018/R]

FULL value paid for Vanguard or similar; trade or privately.—54, Streatham Hill, S.W.2, Tulse Hill 2676. [W3016]

WHY accept less for your Standard Vanguard saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. [W2006]

STANDARD MISCELLANEOUS

1948 Standard saloon de luxe, superb condition, new engine last year, recently re-sprayed, one owner (professional man) £325.—55A, St. Andrew's St., Cambridge. [5267]

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham Bromley, Sidcup, Bexley and Farnham. [0026 R]

Standard Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Standard.—Hampstead (Tube) N.W.3, Ham. 6041. [W4018/R]

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 6050.—Seven Sisters Rd., Tottenham, N.15. [10181/R]

XXX H. P. Edwards offer immediate cash for good Standard cars.—Details, please, to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units; Gilling agents.—Bromley, Kent. Rav. 5456. [0367 R]

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, Tel. 29459. [0301 R]

STANDARD spares all models from 1935; replacement units, complete overhauls, recollaring.—Putticks, Ltd., Alexandra Terrace, Guildford, Tel. 5391. [4251]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1935 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. [10475/R]

MARGATE, Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250]

STANDARD spares for all models, largest provincial stockists.—Hollingshead, Automobile Co. 2, Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 33221). [0359/R]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, phone write or call; orders dispatched immediately.—59-63, Edin. Kingston, Km. 3151-4. [0268/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1935 onwards; guarantee three months; Gilling and Bendix stockists.—Arcadia Ave., Finchley, N.3, Finchley 5908/R. [10002 R]

STUDEBAKER

1949 Studebaker champion convertible, radio, heater, power operated hood and overdrive, beautiful condition, £685.

TAYLOR & CRAWLEY, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1, Slo. 5213. [C4036]

1936 Studebaker saloon, excellent condition, overdrive, amazing value, £751! A. Z. Motors, Palmerston Rd., N.W.6, Mal. 4723. [C1011]

1951 Studebaker Commander convertible, hydro-matic, many extras, 12,000 miles.—Joe Thompson Motors, Ltd., 97, Fulham Rd., South Kensington, S.W.5, Ken. 4653. [C4026]

1952 right-hand drive Studebaker Commander V.8 ohv Staliner hardtop, finished maroon and light grey with latest low streamlined styling, fitted overdrive and free-wheel giving colossal performance with petrol economy, interior specially finished in maroon and grey stripes with quilted leather facings, radio, screen washers, wipers, etc.—20, Leamington Rd., Coventry, Tel. 62223. [5592]

STUDEBAKER Spares and Service
REPAIRS, parts, reconditioned guaranteed gear-boxes, shock absorbers.—10, Winchester Mews, N.W.3, Pri. 6159. [10622]

SUNBEAM SPARES AND SERVICE
COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage Abbeville Rd., S.W.4, Tel. Tel. 4505. [01515/R]

SUNBEAM-TALBOT

DICKS.
1939 Sunbeam-Talbot drop head four-seater coupe, recent overhaul, very attractive; £225.

DICKS CAR SALES, Ltd., 345-401, High Rd., Kilburn, Maida Vale 6889-9. [C1072]

MERCURY offer:—
£395—1947 Sunbeam-Talbot 10 4-seater drop head coupe, in superb condition, many extras, heater, screen washer, demisters, loose covers, etc.

£245—1940 Sunbeam-Talbot 10 open 4-seater tourer, nice car.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx, Wembley 6058-9. [C3013]

SCOTT CARS offer:—
1950 Sunbeam-Talbot 30 drop head coupe, 24,000 miles, new hood, specimen car; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hampstead 2100 8676. [C4016]

COACHCRAFT offer:—
£165—1939/40 Sunbeam-Talbot 4-litre sports saloon, useful car in exceptionally good condition and fitted with many extras; 3 months' mechanical guarantee; terms, exchanges etc.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1055]

METROPOLITAN MOTORS

M. (HUMBER, Hillman, Sunbeam-Talbot, Commer.)
1951 Sunbeam-Talbot drop head, one owner perfect; £650.—Metropolitan Motors, Horn Lane, Acton W.5, Acton 5064. [4674]

B. J. HUNTER, Ltd., offer:—
1952 Sunbeam-Talbot 30 drop head coupe, specially selected chassis, host of extras, nylon hood, radio; £775.

1951 Sunbeam-Talbot saloon, fast and luxurious; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2, Tel. Gladstone 6305. [C2040]

SAUL & SLATTER, Ltd., offer:—
1952 (June) Sunbeam-Talbot 30 saloon, bronze, one owner; £735.—44-46, Aldermans Hill, N.13, Pa.mers Green 3631-2-3. [C4002]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

AUTOMOBILIA, Ltd., offers:—

1951 Sunbeam-Talbot 90 fourseater convertible coupe, metallic blue, beige leather, excellent condition: £595.—Automobilia, Ltd., Pippbrook Garage, London Rd., Dorking 4304, 3891. [C1089]

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, heater, black, 17,000 miles, £795; another in gun grey, similar mileage. [C1045]

WARWICK WRIGHT, Ltd., 150, New Bond St. W.1. Mayfair 9761. [C4045]

MCKINNON MOTORS, Ltd., offer:—

1950 Sunbeam-Talbot 90 4-door sports saloon, green, mileage 22,000 only, genuine, one meticulous owner from new, a rare specimen; £595; current new list price nearly £1,200; part exchange and gradual confidential payments scheme available. [C5020]

MCKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [C5020]

PETER BANTOCK CAR SALES, offer:—

1950 Sunbeam-Talbot 90, black, red leather, many extras, carefully maintained and in outstanding condition: £595.—104, High Rd., Chiswick 2725/5870. [C1014]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group Dealers, offer:—

1951 (July) Sunbeam-Talbot 90 saloon, immaculate, 16,400 miles, £695. MARLBOROUGH Works, Kenton. Tel. Wordsworth 7905 (5 lines). [C1008]

Chipstead Motors, Ltd.—See our advertisement under Sports Cars. [C1046]

1951 Sunbeam-Talbot 90 saloon, immaculate, £695. Carris Motors, Ltd. Lee Green 5595. [C5606]

1951 Sunbeam-Talbot 90 saloon, bronze, extremely smart; £695.—Richards & Carr, 35, Kinnerston St., London, S.W.1. Sloane 5425. [C1076]

1951 Sunbeam-Talbot 90 saloon, blue, one owner; £665.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1953 Sunbeam-Talbot Mr. Ila (reg. Sept. 1952), 7,500 miles, radio, heater, Ace Rimbellishers, spotlight, beautiful car; £925.—Write Box 2872, 15556. [C1076]

MARK II 90 saloon, immaculate throughout; £850, or exchange untraced Jaguar XK120 in equal condition.—Box 2967. [C1076]

1939 Sunbeam-Talbot 4-seater tourer, very smart; £75 down, balance 18 months.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]

1952 90 drop head, £765, perfect, of course.—From Anthony Brook Motors, Caterham 2332-3, Surrey. [C1063]

1952 Sunbeam-Talbot 90 drop head coupe, many 1953 mods., 22,000 mls. in exceptional condition; £775.—Gros, 3223 (daytime), Wel. 5793 (eve.). [C1071]

1951 (September) Sunbeam-Talbot 90 saloon, bronze with red upholstery, one owner, carefully used, well-maintained car, excellent condition; £695. [C1071]

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. [C1061]

1953 Sunbeam Alpine, blue, 2,300 miles, supplied and maintained by us since new, offers required near list price.—Fuggle, Bushey Heath, Herts 1685. [C2017]

£525—Sunbeam-Talbot 90 saloon, green, beige interior, 34,000 miles, 1949 model, radio, quite the most immaculate and original specimen offered. Elm Autosales, 68, Hartfield Rd., Wimbledon S.W.19. Wimbledon 4525. [C2067]

CAMDEN MOTORS for Sunbeam-Talbots.—1952 90 saloon, black with red upholstery, in good quality hide, built-in heater, etc., one of the most immaculate specimens with the 2½-litre engine and independent front suspension. [C1076]

CAMDEN MOTORS for Sunbeam-Talbots.—1951 90 drop head fourseater coupe, bronze with red leather upholstery, hood adjustable to three positions with extra vision to rear seat passengers, superbly fitted out and maintained by experts; £665. [C1076]

CAMDEN MOTORS for Sunbeam-Talbots.—1950 90 saloon, very late registration and practically without blemish throughout, fitted extras; £595. [C1076]

CAMDEN MOTORS for Sunbeam-Talbots.—1948 14hp 2-litre sports saloon, a very fine car with outstanding road performance, steering, brakes and suspension absolutely 100%, sweet running engine with vivid acceleration, Windtones, pass lights, screen heater and other extras; £675. [C1076]

CAMDEN MOTORS for Sunbeam-Talbots.—1946 10hp sports saloon, just resprayed in metallic grey, blue upholstery, first-class condition; £595. [C1076]

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1085]

325—Sunbeam-Talbot 10, July 1940 sports 4-seater, leather, carefully used, exceptional condition, terms, exchanges, list. Open 7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1948 Sunbeam-Talbot 10 saloon, heater, reconditioned engine, new tyres 1953, bodywork interior first-class, brakes retimed, two owners, mostly country driven, serviced one garage, no dealers; £450.—Tel. Tate Gallery 0616. [C5732]

Sunbeam-Talbot Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

REALLY good Sunbeam-Talbot 90 required.—Stradling, 30, Harley House, London, W.1. [W1066]

PRIVATELY owner S-Talbot 90—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Pembridge Villas, W.11. Bayswater 0623. [W1013]

FULL value paid for Sunbeam-Talbot or similar, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2976. [W3016]

Sunbeam-Talbot Cars Wanted

R

ROOTES

DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3333).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2231).

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R]

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details, please, to 29-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

1951 or 1952 Sunbeam-Talbot saloon wanted in good condition.—Jones, "Gors Gadot," 1, Angwylog, Anglesey. [C5412]

URGENTLY required, 1950 Sunbeam-Talbot 90 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Londhurst Rd., Christchurch, Hants. Tel. 1661. [C4662]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd. 180-182, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0089/R]

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot Cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 4631. [0465/R]

GEORGE HARTWELL, Ltd., The Sunbeam-Talbot Specialists, are the best cash buyers of Sunbeam-Talbot 90, Mark I, II and IIA saloons.—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [0097/R]

TALBOT

ROY'S offer £45 deposit, Talbot 3-litre 7-passenger limousine with division 1937; cash £135; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C3059]

125—Talbot, 1933, 3-litre saloon, sliding head, leather, l.f.s., manual gear change, radio, terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

Talbot Spares and Services

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R]

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.16. Vandyke 1612. [0956/R]

TRIUMPH

DICKS.

1948 Triumph 1900 coupe, late property of engineer, £475.—Dicks, 385-401, High Rd., Kilburn, N.W.5. Tel. Kilburn 6888-9. [C1077]

DICKS CAR SALES, Ltd.

ACRES offer:—

1953 Triumph Mayflower, as new, leather, heater; £550. [C1002]

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

CAR MART, Ltd.

1952 Triumph 2000 Renown saloon, heater; £795. [C1059]

1953 Triumph Mayflower saloon; £595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston [C1059]

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, fine car, much above average; £325. [C2040]

1948 Triumph 1800 coupe, engine just overhauled; £495. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

AUTOMOBILIA, Ltd., offers:—

1951 Triumph Renown saloon, black, beige leather, heater, windscreen washers, low mileage, one owner, excellent condition; £625.—Automobilia, Ltd., Pippbrook Garage, London Rd., Dorking 4304, 3891. [C1089]

HAROLD SIMONS, Ltd., offer:—

1939 Triumph Dolomite saloon, 3-carburettor model, in splendid condition; this is the car for an enthusiast; £299; three months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 3 minutes Trolley East Finchley Tube). Finchley 0052-55. [C4065]

GUY SALMON AUTOMOBILES offer:—

1949 Triumph razor edge saloon, grey/grey leather, an extremely well maintained example, moderate mileage, £535.—Portsmouth Rd., Thames Ditton, Esher 5551-2. [C4001]

£398—1947 Triumph 1800 saloon.—Below:—

£498—1951 (Oct.) Mayflower, 4,618 miles, radio, heater, leather one owner.—Value Cars, Ltd., East Sheen, Prospect 7520. [C4066]

1953 Mayflower saloon, perfect; £550.—3, Longfield Ave., N.W.7, Hendon 1606. [C5777]

1948 (July) Triumph 1800 saloon, black, low mileage; £425.—Hford 0326 (p.m.). [C5809]

TRIUMPH

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1949 Triumph Roadster, radio and heater, 28,000 miles, £525. [C1018]

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer

1953 Triumph Renown, black, fawn leather, radio and heater, overdrive, immaculate condition, 3,000 miles; £485. [C5848]

1952 Triumph Mayflower, black, red leather, heater, 10,000 miles; £495. [C5848]

1952 Triumph Mayflower, black, red vinyl, heater and spot light, 10,000 miles; £495. [C5848]

1952 Triumph Mayflower, black, heater, vinyl, 9,000 miles; £495. [C5848]

BERKELEY Sq., W.1. Grosvenor 4345. [C5848]

1953 Triumph Renown saloon, radio, heater, 2,000 miles; £395. [C5848]

1951 Triumph Renown saloon, black, excellent condition; £625. [C5848]

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025]

1950 (Sept.) Triumph Renown, maroon, unmarked; exchanges with cash adjustment on either side. [C4024]

SWANMORE GARAGE, 1176-1180, Churchchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

1952 Triumph Renown, grey, blue leather, radio, heater, one owner, taxed, new condition, 21,000 miles; £625. [C5848]

1948 Triumph 1800 saloon, grey, new engine and gear box fitted 1953, excellent condition; £420; terms and exchanges. [C5848]

ROSS MOTORS, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. [C5848]

1948 Triumph razor-edge saloon, black, pixskin, radio, heater, excellent condition; £475. [C5848]

Trew, Croydon 4156. [C5848]

1947 Triumph (47 model) 1,800 Roadster, faultless; £380.—Smith & Hunter, 376, Kensington High St., W.14. Western 2112. [C5848]

1953 Triumph Mayflower, negligible mileage, spare unused; £550 or exchange.—Bowles, 18, Elm Park Court, Pinner. Tel. 360. [C1085]

525—Triumph Mayflower, 1952, saloon, heater, one owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below. [C5848]

475—Triumph Mayflower, September, 1950, 3 saloon, leather, heater, carefully used, exceptional condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1953 (March) Triumph Mayflower, grey, heater, 11,000 miles, one owner; £525.—Ing's Garages, Maidenhead 2142. [C5848]

TRIUMPH 1949/50 Renown saloon, black, one owner, really exceptional condition; choice of three from £450.—K. J. Motors, Ltd., Bromley, Kent. Ravensbourne 2436. [C5848]

£565—1953 Mayflower, 7,000 miles, black, beige leather, heater, one owner; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammer-smith, W.6. Riverside 2861. [C3051]

£575—1953 Mayflower saloon, grey, red trim, heater, one owner, at new 8,000 miles, guaranteed.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

1953 (July) Triumph Renown, black, beige leather, radio, heater and overdrive, 8,000 miles, one careful owner, absolutely unmarked; £575; terms and exchanges. [C5848]

ROSS MOTORS, Ltd., Regent St., Hinkley, Tel. Hinkley 558. [C5848]

1952 (October) Triumph Renown saloon, radio, heater, etc., 8,000 miles, cost £1,500; accept £795.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028]

1949 Triumph Roadster, grey/leather, excellent condition throughout; any inspection invited; 3 months' guarantee; £495.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054]

ROSE & YOUNG, Ltd., offer.—1951 Triumph Renown saloon, 7,000 miles only, condition equal to new, metallic grey; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tel. Hill 6464. [C3057]

1953 Triumph Mayflower saloon, black, red upholstery, heater, 9,000 only, virtually new car, regularly serviced, demonstration model, written guarantee; £575.—Steele Griffiths, London, S.E.5. Rodney 2201-6; Brixton 7354. [C5669]

£845—1953 (Sept.) Triumph 2-litre Renown saloon, mileage 1,940 only, cost £1,140 four months ago, fitted radio, heater, colour grey, as new as when delivered; 1/3rd deposit accepted.—Simms, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham 1924. [C5687]

TRIUMPH Renown saloon, June 1950, one very careful owner, 34,000 miles, condition immaculate, heater, covers; £575 or £152 deposit and 18 monthly payments; exchanges.—Starnes Motors, Triumph specialists, 105, Cricklewood Broadway, N.W.2. Gladstone 2460. [C5834]

Triumph Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MAYFLOWER saloon; no dealers.—Hendon 9496. [C5779]

MAYFLOWER or Wyvern; no dealers.—Hendon 9499. [C4741]

MARSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R]

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161 Great Portland St., London, W.1. [0143/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Spares and Service
STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. (C1049)
TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinrake Automobile Co., Ltd., Stockport (Tel. 4364); and Prince's Drive, Colwyn Bay (Tel. 3342). (C1055/R)

UTILITY CARS

COACHCRAFT offer:—

£330—1948 (Mar.) Hillman Minx Phase II 4-door estate brake, maker's body, with fold-flat seats, one owner only, extremely well-kept vehicle in first rate order throughout and not in need of overhaul, 3 months' mechanical guarantee; terms, exchanges, etc.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

JACK STONE & SON offer:—

1951 A40 estate car; 1949 A40 estate car; 1949 Ford 10hp 7-seater; 1947 Ford 8hp 5-seater; 1937 Commer 10 5-seater; write for list.—21, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5, 2276-7. (C4021)

ROY'S AUTOMOBILES, Ltd.

1949 Minx estate, £385; 1947 Ford 10 Uillecon, £195; 1947 Bradford utility, £165; 1937 Packard utility, £165; 1935 8 utility, £69. MANY others, including good selection of vans; see Commercial column; terms and exchanges.
ROY'S AUTOMOBILES, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C1035)

B. J. HUNTER, Ltd. offer:—

1949 (Dec.) Vanguard Utility; maker's body, fitted radio, heater, etc.; £450.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

AUTOMOBILIA, Ltd. offer:—

STANDARD Vanguard estate car (October, 1949), mist green, red leather, one owner, exceptional condition; £495.—Automobilia, Ltd., Pippbrook Garage, London Rd., Dorking 4304, 8891. (C1089)

WARWICK WRIGHT, Ltd. offer:—

1951 (October) Austin A70 Countryman, lawn, 36,000 miles; £275.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

1953 Standard Vanguard estate car, heater; £750.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)

1948 Alvis 14, fitted with extremely smart utility body in natural wood; £430.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. (C2085)

FORD V.8 shooting brake, 1947, 4-door, £70 overhaul; £200.—Battersea 5770. (C4062)

1953 (August) Hillman estate car 3200 miles.—Weybridge 600. (C4023)

BRADFORD, fitted living sleeping accommodation three, reconditioned engine; £275.—Downland 4353, Tisbury. (C1749)

BRADFORD utilities for sale serviced by us: main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6225-6. (C1021/R)

FORD V.8 utility late 1937, excellent condition, new tyres, recoloured; £175.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fulham 0052/7253/7154. (C1046)

£465—1949 series Alvis 14 utility, fitted magnificent 4-door wood bodywork, costing nearly £1,000 when new, fold flat seats, beautiful vehicle.—Below.

£295—1946 (Reg.) Ford V.8 with beautiful wood bodywork, large 7/8-seater if required.—Below.

£145—1946 (Reg.) Austin 10, fitted soft top at rear, excellent condition.—Below.

£135—1937 Ford 8, fitted with wood utility bodywork; 3 months' guarantee; hire purchase, exchanges.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

ROSE & YOUNG, Ltd. offer 1951 Bradford utility de luxe, 6,000 miles only, as new; £395.—65-69, Starnfield Ave., Streatham Hill, S.W.2. (one minute Streatham Hill Station). Tel. Hill 6464. (C3057)

1950 Bradford de luxe utility, 4 seats, in really good condition, guaranteed; £395.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (C4063)

£425—1948 (Reg.) 14-litre 1948 utility saloon, 4 doors, 7-seater, exceptionally well-upholstered interior, disappearing seats, wood body almost as new, cellulose perfect; many others.

BENMOTORS, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

END of season clearance, 1946 (regd.) Austin 8 wooden utility, snip, £150; also 1941 Ford V.8 utility, £150; also 1944 Hillman 10 utility, bargain, £125.—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

285—Ford 8, 1949 Martin Walter Uillecon, beige, fold-flush rear seating, carefully used, exceptional condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WHY accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

VAUXHALL 10

1947 Vauxhall 10 saloon for sale privately, recent complete overhaul and in perfect order; £325 o.n.o.—Fad. 2903. (C1042)

VAUXHALL 12

£385—1948 Vauxhall 12 saloon, the most beautiful and magnificent specimen that we have ever had; 3 months' guarantee; hire purchase, exchanges.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C4052)

£235—1939 Vauxhall 12, black, excellent condition.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2662. (C2072)

325—Vauxhall 12, September, 1946, saloon, sliding head, excellent condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

CAMDEN MOTORS for Vauxhalls.—12hp saloon de luxe, February, 1947, purchased direct from local resident and maintained by main distributors since new, entirely original condition and in particular outstanding mechanical order; £335.

CAMDEN MOTORS for Vauxhalls.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

VAUXHALL 14

COOMBS & SONS (GUILDFORD), Ltd. offer:—

1948—49 Vauxhall 14, black, brown leather; £395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

£85—Vauxhall 14 coupe, excellent condition.—Primrose 5914. (C4006)

1939 Vauxhall 14 J type saloon, guaranteed; £245; payment by instalments, 36, Kensington High St., W.14. Wes. 6631. (C3029)

1946 Vauxhall J 14hp saloon, one local owner, black, brown leather; £335.—A. E. Palmer Motors Ltd., Luton 4212. (S841)

1948 Vauxhall 14 saloon, excellent guarantee; £250, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4036)

1947-8 (Nov.) Vauxhall 14 J-type saloon, beautiful condition, fitted discs, loose covers; £325.—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

£165—1937-8 Vauxhall 14 de luxe saloon, excellent bodywork, nice leather interior and 100% mechanically, 3 months' guarantee; hire purchase, exchanges.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

£265—1939 Vauxhall 14 J-type saloon, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Tel. 1107-8-9. (C2024)

1939 Vauxhall J saloon, black, red leather genuine mileage 39,236, full history available, recently decarbonised, new valves, no differential, v.g., coachwork excellent; £250.—The Robertsbridge Garage, Ltd., High St., Robertsbridge, Tel. 3. (S785)

VAUXHALL 20

£111—1935 Vauxhall 20 de luxe saloon, in magnificent condition for its age, beautifully maintained and will give years of service; 3 months' guarantee; hire purchase, exchanges.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

VAUXHALL WYVERN

ALWAYS

VAUXHALL Wyverns. A selection with a written guarantee and free after sales service at

NAYLOR & ROOF, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

CAR MART, Ltd.

1952 Vauxhall Wyvern saloon, heater; £615.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

1953 Wyvern, black, one owner, heater, carefully used; £625.—Campbell Symonds, Wembley 6262. (C1037)

1951 Wyvern, one owner, 2 cars, £525 and £385.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1953 (late), unused, delivery mileage 38, grey and red; list price or near.—Write Orchard Hill, The Common, Berkhamsted. (S662)

WYVERN saloon, 1953, grey, under 4,000 miles, indistinguishable from new; £695.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. (S816)

1954 Wyvern, dark green, heater, fog lamp, 1,200 miles, carefully run in and spotted; £750, or near offer.—Mrs. Phillips, Braintree 906. (S797)

1950 (July) Vauxhall Wyvern saloon, black, 24,000 miles; £465.—F. Dove, Ltd., 111-113, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)

£465—1950 Vauxhall Wyvern saloon, specimen condition, genuine small mileage and unpeppable at this price; 3 months' guarantee; hire purchase, exchanges.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1951 Wyvern saloon, black, very well cared for, any exam.; £245.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C4007)

1953 Vauxhall Wyvern, practically shop-soiled only, taxed; written guarantee; £675.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (S672)

1951 Vauxhall Wyvern, one owner, black, brown leather, immaculate throughout; £495, hire purchase and part exchanges welcomed.—Herbert & M.L. Church Rd., Ashford Middx. Tel. 2960. (C2085)

VAUXHALL WYVERN

1950 Vauxhall Wyvern saloon, black, beautifully maintained by one fastidious owner since new; £465.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8622. (C2019)

1952 Model Vauxhall Wyvern, black, brown upholstery, heater, screen washers, two spot lamps, low mileage, one owner, serviced monthly; written guarantee; £550.—Steele Griffiths, London, S.E.5. Rodney 2201-6. Brixton 7354. (S671)

1950 Vauxhall Wyvern (December), one owner, black, heater, was property senior civil servant who maintained carefully; unblemished; written guarantee; exchange; hire purchase facilities; £475.—Steele Griffiths, London, S.E.5. Brixton 7354. Rodney 2201-6. (S670)

VAUXHALL VELOX

ALWAYS

VAUXHALL Velox. A selection with a written guarantee and free after sales service at

NAYLOR & ROOF, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)

AUTOMOBILIA, Ltd. offer:—

1952 (March) Vauxhall Velox, 4-door de luxe saloon, heater, screen washers, metallic grey, one owner, exceptional condition; £625.—Automobilia, Ltd., Pippbrook Garage, London Rd., Dorking 4304, 8891. (C1089)

1950 Vauxhall Velox, colour black, brown upholstery, fitted heater and seat covers; £395.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. (C3038)

1950 Vauxhall Velox de luxe saloon.—Dunham & Haines, 46, Castle St., Luton 2100-1. (C1079)

1950 Velox, black, radio, exceptional; £440.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1951 (November) 18hp Velox, grey and grey, 13,000 miles, many extras; £625.—Robbins, East Putney, Tel. 4581. (C3010)

1951 (May) Vauxhall Velox, black, excellent car, heater; £475.—Watson's Motors, Ltd., Basinstoke, Tel. 950. (S758)

1953 series Velox, grey, 9,000 miles, heater, screen, clean, immaculate, works maintained; £700.—25, Holly Bush Rd., Luton, Beds. (S561)

VELOX saloon, 1951, grey, heater, m.a.j. etc., one owner, as new in every way; £525.—K.J. Motors, Ltd., Bromley, Kent. Ravensbourne 3456. (S817)

1952 Velox, grey, one owner, 15,174 miles, radio, heater, foglamp, screen spray, immaculate, £650.—Campbell Symonds, Wembley 6262. (C1037)

1951 E type Vauxhall Velox finished beige.—Arlington Motor Co. Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. (S3292)

1952 Vauxhall Velox 12 type, radio, heater, for 1952 lamps, clock etc., exceptional condition; £595.—A. E. Palmer Motors, Ltd., Luton 4212. (S484)

£735—June, 1953, Velox, heater and screen washer, one owner, 6,000 miles, guaranteed.—Broadway Motors, Gt. High St., Hounslow. Hou. 0175. (C1026)

1950 Velox, black, leather, radio, heater, 27,000 miles, perfect, written guarantee; £445.—London Cars, 592-6, Greenford Rd., Greenford, W.10. Wuxlow 2645. (C2057)

1951 Velox, one owner, excellent condition throughout; £475; hire purchase and part exchanges welcomed.—Herbert & M.L. Church Rd., Ashford Middx. Tel. 2960. (S662)

£455—1950-1 Vauxhall Velox saloon, speedometer reads 17,000, whole vehicle looks as though it had only done 5,000 miles; 3 months' guarantee; hire purchase, exchanges.—Below.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

395—Vauxhall Velox, 1949, saloon, leather, radio, heater, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

FULL value paid for Velox or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

VAUXHALL 27

VAUXHALL limousines (21, 7-seater, 27hp, black with brown hide upholstery, roof luggage rail and discs, engine, chromium and both cars in immaculate condition; £325 each.—Jaycock, 12, Queen's Gate Place, Kensington, S.W.7. Wes. 1012. (S546)

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IT is important that the car you purchase is in excellent condition throughout.

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1950 Vauxhall Velox, black with brown interior, moderate mileage, in first-class condition throughout; £510.

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Vauxhall Miscellaneous Cars Wanted

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S
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3, Ham. 6041. [W4016/R]

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SHAW & KILBURN, Ltd., Vauxhall main dealers.

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ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R]

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5, Frenantle 5875. [0478/R]

7—SEATER private 1937/8/39 Limousines required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

URGENTLY required, post- and pre-war Vauxhalls: cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R]

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BEDFORD House, 380-388, London Rd., Croydon, Tel. Thornton Heath 3276 (14 lines). [0205/R]

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent, Rav. 3456. [0393/R]

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1910 Rover, Silent Knight engine, good mechanical condition, competed in two events 1953.—Smithies, 156, Bramhall Lane 6th, Bramhall. [3540]

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1953 Volkswagen r.h.d., works mileage: £550.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1, Tel. Sloane 3557. [C3006]

1947 Volkswagen, black good tyres, smart: £265.—Richards & Carr, 35 Kinnerton St., London, S.W.1, Sloane 5424. [C3045]

V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car, all Volkswagen spares stocked; Volkswagen cars bought and sold.—Below.

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GENUINE spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighhouse St.), Tel. May. 6718. [0647]

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Willis-Overland Spares and Service

JACK OLDING & Co., Ltd., Willis-Overland distributors for the United Kingdom: service and new cars available for early delivery.—Audley House, North Audley St., W.1 Mayfair 5292. [85309/R]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1951 Wolseley 6/80 saloon, met. grey, grey upholstery, 24,000 miles, carefully used: £575.

EUSTACE WATKINS, Ltd., 12, Berkeley St., S.W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).

1950 Wolseley 6/80 saloon, grey, heater, one owner; £450.—Odeon Motors, Ltd. Barnet 1144. [C3029]

WOLSELEY

TOM GARNER, Ltd., offer:—

1953-4 Wolseley Four/Fifty-Four saloon, metallic grey with grey leather, heater, many extras, 3,000 miles only: £250. [C2020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7.

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1948 Wolseley 5hp saloon, roomy 4-door body: £375.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6305. [C2040]

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1952 Wolseley 6/80 saloon, metallic green with green upholstery, H.M.V. (radio and heater); the property of one owner, low mileage, and in exceptionally nice condition throughout: £645.

1951 Wolseley 6/80 saloon, metallic grey, with grey upholstery, in nice condition throughout: £565.—102, London Rd., Kingston-on-Thames. Tel. 3548. [C1081]

H. A. SAUNDERS, Ltd., offer:—

1948 Wolseley 14hp saloon, black with brown upholstery, heater: £445.

1952 Wolseley 6/80 saloon, grey with brown upholstery, heater, recorded mileage 14,400 miles: £645.

836—842, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1947 Wolseley 5hp 4-door saloon, black, brown interior, motor, one private owner since new, an exceptional example of this rare model: £325.

PHENIX MOTOR COMPANY (SURREY), Limited, High St., Sutton, Surrey, Vigilant 1121. [C3064]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Wolseley 18, black with brown leather, this car is in exceptional condition throughout. £400.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford, Guildford 6207-8-9. [C1057]

1951 Wolseley 680 sal., green, green leather, radio, heater, mileage 16,000, ex. cond.: £650.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [C4029]

£160—1937 Wolseley 10/4 saloon, very clean car; terms.—Autosnips, 25, Balham High Rd., Balham 1509. [C1009]

BONALLACK & SONS offer for sale Wolseley 6/80, March, 1952, grey, perfect condition throughout: £595.

BONALLACK & SONS, Ltd., 268, Romford Rd., Forest Gate, E.7, Tel. Gra. 3464. [5356]

495—Wolseley 4/50, late 1950 saloon, Moonstone grey, brown leather, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

345—Wolseley 18, 1946, de luxe saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1950 Wolseley 4/50, one owner, 10,000 miles, excellent; £495; 3 months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5225 and 5774. [C4054]

£115—1938 Wolseley 18 saloon, very clean car; terms.—Autosnips, 26, Bristol Rd., Brighton 29440. [5815]

£145—Wolseley 16 saloon, black, exceptionally clean car, twin Windstone, spot lights, etc.—Autosnips, 26, Bristol Rd., Brighton 29440. [5813]

BEARTS of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. Tel. 3548. [0261/R]

1951 Wolseley 6/80 saloon, metallic blue, 15,000 miles only, a specimen car, one owner, wireless, heater, etc.; price £265.

NEWTON OF HUDDERSFIELD, Automobile Distributors, 30, Huddersfield, Tel. Huddersfield 3311 (3 lines).

£535—1951 Wolseley 6/80 de luxe saloon, one choice another.—Below.

£295—1950 Wolseley 14 de luxe saloon looks and runs like 1948 model, worth £450; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). [C2052]

1948 Wolseley 18, one owner, in excellent order throughout; £295; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5225 and 5774. [C4054]

1953 6/80 saloon, 5,000 miles, as new: £725 guaranteed.—C. V. Rushmer, 39, Holland Park W.11, Park 5731. [C3061]

1952 Wolseley 6/80, black with brown upholstery, very nice condition; £650.—Slade's Garage, Penn. Bucks, Penn 2115. [5777]

£265—1950 14hp Wolseley saloon, excellent condition.—Le Grange Green 107-5, Old Brompton Rd., South Kensington, S.W.7, Kensington 2477. [C2055]

1938 Wolseley 12, similar post-war series, black, brown leather, reconditioned engine, recom-mended: £240.—Steele Griffiths, London, S.E.5, Rodney 2201-6, Brixton 7354. [5673]

1947 (September) Wolseley 14 saloon, black, one ownership only, excellent condition much above average: £385.—Dixons Garage, 134, West Hill, Putney, S.W.15, Putney 0396. [C1073]

1939 (October) Wolseley 14 saloon, black, new engine, many extras, in splendid condition throughout, 3 months' guarantee, terms: £290.—Gee Cars, Ltd., 60, Queenstown Rd., S.W.8, Mac. 3363. [5832]

1951 (Feb.) Wolseley 6/80 saloon, green, with green leather, heater, one owner, guaranteed 17,000 mls., as new: £550.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5790]

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LIMOUSINES, 1950/25hp, partition, forward occasionals, black, genuine mileage 4,000, unblemished, reasonable, £965. Also 1948, mileage 18,000, privately owned, competitive prices. Alpe & Saunders, Providence Court, North Audley St., Mayfair-2941. [C1006]

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ROWLAND SMITH'S the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3, Ham. 6041. [W4016/R]

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THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. [0721/R]

XXX H. F. Edwards offer immediate cash for good Wolseley cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0015. [W2003]

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsey Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R]

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0207]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R]

R. HARDY & SON, 55, Marylebone High St., W.1, Welbeck 1101.—Spares reconditioned units, service and repairs for all Wolseley 1957-1951 models. [0516/R]

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ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6, Mou. 4544.

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GEOFFREY NEWMAN & Co., 369, Euston Rd., London, N.W.1, Euston 4466. [W2023/R]

ASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul 2767. [0824/R]

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PRE- or post-war saloon, 10 or 12hp urgently required for cash; call or phone.—Mac Motors (Surrey), Ltd., 76, Brighton Rd., Surbiton, Elmbridge 3974. [W3072]

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NEWNHAMS House, 235-7-9, Hammersmith Rd., London, W.6 Riverside 4646. [M3024]

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NEW A40 van, heater, extra seat, green.—Pal. 5576-7. [4686]

1953 Bedford 10cwt van, 6,000 miles only; £450.—Cyril Sheppard of Reading, Sonning 3345. [4579]

NEW Austin A40 van, in primer; list price.—Below.

1947 Austin 8hp van, green, one owner, new engine, good tyres, a bargain; £185.—Trinity Cars, Ltd., Austin Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

NEW THAMES 5cwt and 10cwt vans available immediately.

ARTHUR E. GOULD, Ltd., 290-2, Regent St., W.1. Tel. Langham 1594-5. [0102/R]

1952 Morris Commercial PV van, new condition, 16,000 miles.—Peck and Packer, March 2229. [3794]

BONALLACK & SONS offer for sale Morris 8 5cwt van, Nov. 1950, complete overhaul of engine; £220. **BONALLACK & SONS, Ltd.**, 268, Romford Rd., Forest Gate, E.T. Gra. 3464. [5835]

1952 Austin A70 Hereford pick-up, small mileage, good condition; £400.—A. E. Palmer Motors, Ltd., Luton 4212. [5839]

1950 Vanguard Pickup, heater, radio, one owner; £300 o.b.o.—Holland, Oakerthorpe, Derby. [5395]

1953 A40 van brown, one owner, very good order; £400.—Haskins, Ladbroke 1155. [C3027]

1951 (October) Bradford 10cwt van, blue, perfect condition; £265.—Buntings, Jowett Main Agents, Harrow 6225-6. [5807]

£225—Ford 8 5cwt 1948 gown van, in really excellent condition inside and out, good mechanically; many others.

BENNETT & SONS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges h.p. [C1017]

BRADFORD vans for sale serviced by us, main agents since 1922.—Buntings's Motor Exchange, Bonnersfield Lane, Harrow, Tel. 6225-6. [0284/R]

1951 Austin A40 van, one careful owner, just completed, recently recommissioned throughout and guaranteed as new; £325.—Campbell Symonds, Wembley 6262. [C1037]

1952 (July) Bedford 10-12cwt van, £385. Ford 10cwt gown van, £325; Ford 5cwt gown van, £150; Bedford 10-12cwt gown van, £160; Morris 10cwt van, £185; exchanges, terms.—Palmer, 50, Russell Gardens, Kensington, W.14. Park 9704. [C3034]

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£390—26hp Dennis motor caravan, 4 berth, Calor, Eisan, Tel. New Cross 1092 (London). [2341]

20hp Rolls-Royce caravan, exceptional order, nicely fitted, insulated; £200.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022]

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HIGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford, Tel. 301. [5588]

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TRAILERS

PRATT trailers, 3 to 6 cwt carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. [0547/R]

LONDON stockists for Brockhouse and Tacker trailers for private and commercial purposes from £50; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. (3 mins. Morden Tube Station). Liberty 8221-8 lines. [0161/R]

SUITABLE for your car—light in weight—unladen 500 lb load 356lb; inside dimensions, 59½" x 29½"; balloon tyres, 18½" x 4½"; independently sprung wheels, finished in grey primer; cash price £27, deposit £9; payment over 12-18 months.—Pride & Clarke, Ltd. (Solicitor Department), Stockwell Rd., S.W.9. [0884/R]

NEW CARS FOR SALE

A.C.

AC. Petite.—H. F. Edwards & Co., Ltd., offer immediate delivery of new A.C. Petite; £308/15/9, including purchase tax.—200, Great Portland St., London, W.1. Tel. Langham 0012. [N2003]

GEORGE GROSE for your new A.C. Petite, from stock on unbeatable hire-purchase terms; demonstration cars available.—Ludgate Circus, London, E.C.4, or 534 High Rd., Finchley N.12. Hill 2149. [0454/R]

ALLARD

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1; 14-14, Meard St., Soho, W.1.

LAIN distributors for all Allard models.

PHONE or write for details or demonstration. [0480/R]

DAGENHAM MOTORS, Ltd., distributors for Middlesex, Hertfordshire, Bedfordshire and Essex.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3389. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066]

ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0307/R]

SCOTTISH distributors 3-litre saloon and coupe, immediate delivery.

JAS. R. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7263. [7151/R]

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.19. Rus. 2874/5. [0825/R]

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES offer:—

NEW Armstrong Siddeley Sapphire demonstration saloon available; reasonable delivery position for orders placed now.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [N4091]

ARMSTRONG SIDDELEY

HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [0603/R]

PASS & JOYCE, Ltd., England's largest distributors for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. [0711/R]

STEELE GRIFFITHS, official Armstrong Siddeley agents; immediate delivery Sapphire, black, red upholstery, twin carburetors, synchromesh; part exchange encouraged.—London, E.5.5. Rodney 2201-6. [5674]

HIRE and try before you buy the lovely Sapphire, electric or synchro-mesh change.—Details from Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, London, S.W.2. Brixton 4011, or 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [0324/R]

ASTON MARTIN

ASTON MARTIN.—New D.B.2-4 saloon, colour grey/blue leather, from stock.—Martin Walter, Ltd., Folkestone. (Tel. 3103, ext. 33.) [5615]

AUSTIN

CM THE CAR MART, Ltd., London, Austin distributors. Accept orders for delivery in rotation.—297, Euston Rd., N.W.1 Euston 1213 [0351/R]

ROWLAND SMITH'S for Austin.

IMMEDIATE delivery new A70 Hereford saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6941. [N4018]

MEBES & MEBS, Ltd. (Est. 1893).

THE Austin People.

IMMEDIATE delivery of most models including A40 coupe in black from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 3040. [N3012]

NEW Austin A70 black saloon, for immediate delivery.—Chain of Ealing, Perivale 4404/5. [N1043]

AUSTIN

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

AUSTIN A70 and A30 saloons for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

NEW A30 4-door 2-dr. sal., fawn/brown, immed. del.; £485/7/5. [N4029]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336.

NEW A70 Hereford sal., sun roof, black, brown leather, immed. del.; £900/14/2. [N4029/1]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [N4029/1]

NEW Austin A30 saloon.—Herbert & Mills, Ltd., 20, Portland St., W.1. Langham 3506-7. [N2036]

SOUTHGATE area, N.13, N.14 and N.21.—Direct agents for all models; open 8-6 week-days, Sundays 9-12. [0272/R]

SPRINGFIELD GARAGES, Ltd., Pal. 5576/7; evenings, Pal. 8974.—Winchmore Hill Rd., Southgate, N.14. [0272/R]

AUSTIN A30 2-door saloon; £475/14/2.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. [N4003]

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083/R]

L. F. DOVE, Ltd., main dealers and vehicle distributors, Austin—See all the models at 111-115, Addison Rd., Croydon. Addiscombe 3066. [N1077/R]

AUSTIN A70 in grey with blue leather, fitted heater; £900/14/2.—Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [N2061]

NEW A40 and A70 models available for immediate attention; your enquiry will receive our immediate attention.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

IMMEDIATE delivery new Austin A70 de luxe saloon, Buckingham green, A40 de luxe saloon, beige.—Croydon Automobile Co., Ltd., Thornton Heath 3276. [5203]

A30 2-door, A40 Countryman, A40 van, A40 pickup, A70 saloon, available immediate delivery.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Eas. 4511. [N4040]

NEW CARS FOR SALE

AUSTIN

EVANS & KITCHEN, Birmingham, offer the finest selection of new Austins.—Midland 2781. (10074/R)
IMMEDIATE delivery. Austin A40 Countryman.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad). Leicester Sq. Tube Stn.). W.C.2. Temple Bar 5589. (N1027)
STEELE GRIFFITHS, official Austin agents; most models on showroom floor for immediate delivery; part exchanges encouraged.—London, S.E.5. Rodney 2201-6. (15675)
IMMEDIATE delivery. Austin Somerset saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad). Leicester Sq. Tube Stn.). W.C.2. Temple Bar 5589. (N1027)

SMITH & HUNTER OF KENSINGTON Austin Direct Agents, are accepting orders rotational delivery, exchange, deferred terms.—776, Kensington High St., W.14, Western 2312. (N4019)
IMMEDIATE delivery A70 saloons, A70 Countryman, A40 Countryman and A40 van; exchanges and deferred terms.—Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston, Tel. Kin. 3151-4. (10263/R)

AUSTIN—New model A70 and A40 saloons and coupe available from stock; choice of colours.—Martin Walter, Ltd., Folkestone (Tel. 3105), Canterbury (Tel. 4282) or Margate (Thanet 1247). (15616)
TRINITY CARS, Ltd., Austin retail dealers, for early delivery of Austin A30, A40 and A70 saloons and other models.—48, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (N4034)

J. DAVY, Ltd. (direct agents), have in stock a selection of new cars and light commercial vehicles; exchanges welcomed.—180-4, Kensington High St. (Wes. 3641), and 215, Brompton Rd., S.W.3. (Ken 1108). (C1059)

YOU couldn't do better than secure your new Austin for immediate delivery. A40 saloons and Countryman, A30 2-door and 4-door, A70 saloons; current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2004)

SHEERLINE and Princess saloon, 16hp hire car, A70, A40, A30 and all commercial models.—Frynn & Stevens, Ltd., 48, North London Austin Depot, 87, Acre Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155. Streatham 7362. (0889/R)

BENTLEY

CAR MART, Ltd.,
OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI with standard or special coachwork.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. (N1039/R)

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREPAIR, Northampton. Tel. 4540. (0569/R)

DAVID ROSENFELD Ltd

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5, Peter St. Manchester 2

PHONE: Blackfriars 4942

SERVICE Station Cheetham Hill Rd.

MANCHESTER 8, Tel. Blackfriars 2902. (0506/R)

NEW 4-door sports saloon Bentley, fitted with synchromesh gear box, finished in black with red leather upholstery; available for immediate delivery; part exchange welcomed.

WADHAM BROS., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991. (15685)

WIMBUSH BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (10249/R)

BENTLEY—New model B7 4½-litre steel sports saloon with automatic gear box; colour black, chrome and silver with grey leather upholstery; also similar car in special blue in four weeks.—Martin Walter, Ltd., Folkestone. (Tel. 3105). (15618)

B.M.W.

SOLE concessionaires in Great Britain for the Type 501 B.M.W. 6-seater luxury touring saloon, A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Bonds, Sharp's commercials, Minitrucks, new C type Bond approximately 14 days' delivery; special offer of Bond new and unregistered 1952 B type Minicars at the greatly reduced price of £239/16/3 including purchase tax; cars, motor cycles, etc. willingly taken in exchange.—Kilburn Bridge N.W.6. Malda Vale 6044 (30 lines). (0839/R)

BORGWARD

METCALFE & MUNDY, Ltd., main distributors for Borgward Hansa diesel and sports cars; 9 different models; immediate delivery.—280, Old Brompton Rd., S.W.5. Fre. 5471/2186/7. (N3064)

BRISTOL

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1. Gros 2563. (N2054/R)

FRIARY MOTORS, Ltd., Old Windsor, Windsor 3002.

Agents for Berks. Latest 405 model available for demonstration. (0964/R)

NEW Bristols, all models, largest selection; distributors—obviously! Anthony Crook Motors, Osterham Hill, Surrey. Tel. 2232/3 and 14/16, High St., Esher, Surrey. (N1063/R)

BRISTOL

BRISTOL in the Western Counties, new and used models, service and spares, advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25290. (0351/R)

SCOTLAND and Northern England latest type 405 for immediate delivery contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. (0732/R)

BUICK

BUICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. (0598/R)

CADILLAC

CADILLAC—Sole concessionaires Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0526/R)

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Ad). Leicester Sq. Tube Stn.). W.C.2. Temple Bar 5589.—Distributors for London and Home Counties. (N1027/R)

CITROEN

C.M.I. CAR SALES.

OFFICIAL agents Citroen cars, quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6623. (N1051)

C. O. NORMAN & Co.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic 2211. (0297/R)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
NEW Citroen Light 15 to maker's full specifications. Immediate delivery; list price £385/14/2.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6297-9-9. (N1057)

CITROEN Distributors, Priory Motors, Ltd., Straight Rd., Old Windsor. Windsor 2002-3. (0892/R)

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—173, Westbourne Grove, W.11. Bay. 4274. (N4035)

CITROEN Light 15, in sunset grey with red leather, for immediate delivery; early delivery Big 15 and 6-cylinder.—Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 463. (N2061)

STEELE GRIFFITHS, official Citroen agents, immediate delivery, part exchanges encouraged; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. (15676)

DAIMLER

DAIMLER Conquest saloons for immediate delivery.—Chain of Ealing. Per. 4404-7. (N1043)

DORKING MOTOR CO., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. (N1094)

DAIMLER Conquest saloon, grey; £1,511/5/10.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (N4053)

DAIMLER—New Conquest saloon available from stock, colours maroon or dark metallic blue; other colours 7-10 days.—Martin Walter, Ltd., Folkestone. (Tel. 3105). (15619)

FORD

HAROLD PERRY, Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 6444. (N3042)

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.

HAROLD PERRY, Ltd., Inveria Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 6444. (N3042)

GATEHOUSE MOTORS,
FORD dealer stockists, sales and service; for early delivery of all models; terms and exchanges.—Gatehouse Motors, Ltd. Highgate Village, London, N.6. Mou. 4444. (N2021)

BURGE & INGLIS, Ltd.,
IMMEDIATE delivery new Ford Popular; terms, part exchanges, cars, motor cycles, 3-wheelers; h.p. accounts settled.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4969. (Nearest Underground, Dollis Hill Stn.)

ROWLAND SMITH'S for Ford.
IMMEDIATE delivery new Zephyr saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

DAENHAM MOTORS, Ltd., Ford main dealers.
56, Park Lane, W.1, Hyde Park 4666; 374, Ealing Rd., Alperton, Middx. Perivale 3368. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. (N1066)

EARLY delivery Ford Zephyr; reasonable delivery at other models.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 340. (N4040)

STEELE GRIFFITHS, official Ford agents; immediate delivery most models, part exchanges encouraged.—London, S.E.5. Rodney 2201-6. (15677)

JOHN S. TRUSCOTT, Ltd., authorized Ford dealers. Popular Consul and Zephyr; early delivery.—173, Westbourne Grove, W.11. Bay. 4274. (N4035)

NEW Ford Zephyr saloon, finished in Dorchester grey, fitted heater, leather upholstery and semaphore indicators; including purchase tax £798/15/10.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3535. (N1063)

E. C. STEARNS & Co., Ltd., sales and service. Zephyr, Consul, Popular from stock—250/262, Brompton Rd., S. Kensington, S.W.3. Ken. 0081. (4845)

IMMEDIATE delivery, Ford Popular saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad). Leicester Sq. Tube Stn.). W.C.2. Temple Bar 5589. (N1027)

IMMEDIATE delivery, Ford Zodiac saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad). Leicester Sq. Tube Stn.). W.C.2. Temple Bar 5589. (N1027)

FORD

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales: Regent St., W.1, and 6-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chiswick St., W.C.1. Museum 9073. (0656/R)

YOU couldn't do better than secure your new Ford for immediate delivery. Consul, Zephyr, Zodiac and Popular saloons; current market value for your present car, subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2004)

F. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). (0098/R)

NEW Ford Popular saloon, immediate delivery; list price.—Trinity Cars, Ltd., Ford Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (N4034)

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupé models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. (0478/R)

HILLMAN

HILLMAN—L. F. DOVE, Ltd., main dealers for Woking and district.—White Rose Lane, Woking, Tel. Woking 1282. (N1078)

SMITH AUTO CO., Ltd., main dealers for Rootes Group offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4604-4602. (0968/R)

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer favourable delivery of the Hillman range.—23, Shirley Rd., Croydon. Add. 6051-4. (15490)

ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. (N3011)

HUMBER

HENDON CENTRAL GARAGE Ltd., offer:—
IMMEDIATE delivery new Humber Super Snipe saloon at £1,595/10/10 and Humber Hawk saloon, £968/14/2. second-hand cars considered in exchange, and terms arranged.—Herbert Robinson, Ltd., Cambridge. Tel. 4481. (16974)

ORDERS accepted now for new Humber Super Snipe and Hawk, exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. (N3011)

100% Rootes Group Dealers.
NEW Humber Hawk saloon, immediate delivery, at list price; equitable h.p. facilities and part exchanges.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). (N1003)

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. (0412)

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13. Lee Green 5555. (07024/R)

NEW Humber Super Snipe and Hawk saloons available for immediate delivery; your enquiry will receive our immediate attention.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3535. (N1063)

SMITH AUTO CO., Ltd., Main Dealers for Rootes Group offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4632. (0967/R)

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer early delivery of Humber Hawk and Super Snipe.—23, Shirley Rd., Croydon. Add. 6501-4. (15481)

IMMEDIATE delivery: New Humber Super Snipe saloon, £1,595/10/10 and Humber Hawk saloon, £968/14/2. second-hand cars considered in exchange, and terms arranged.—Herbert Robinson, Ltd., Cambridge. Tel. 4481. (16974)

ORDERS accepted now for new Humber Super Snipe and Hawk, exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. (N3011)

JAGUAR

HENLYS Ltd.
ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 4444).
MANCHESTER: 1-5, Peter St. (Blackfriars 7845). (0153/R)

ROWLAND SMITH'S for Jaguar.
LL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 6297-9. (0044/R)

STEELE GRIFFITHS, official Jaguar agents; prompt delivery, part exchanges encouraged; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. (15678)

YOU couldn't do better than secure immediate delivery of one new Jaguar Mark VII saloon, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2004)

JAGUAR—Model XK120 drop head coupe, black, and XK120 2-seater, British racing green, available from stock, also Mark VII saloon for early delivery.—Martin Walter, Ltd., Folkestone. (Tel. 3105). (15678)

P. POWELL MOTORS, Ltd., East London Area Dealers, Mark VII and all XK models available for immediate demonstration and inspection, 321, Romford Road, Forest Gate, E.7. Maryland 4818. (0439/R)

JOWETT

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham. N.17. Tottenham 1906/7553. (10504/R)

NEW CARS FOR SALE

JOWETT

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N3028/R)

GROSVENOR GARAGE (BFD), Ltd., Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). (N2355/R)

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. (N5029/R)

KAISER, sales, service, spares; new 1953 models, also factory demonstrators at reduced prices; immediate delivery—Sole Concessionaires for Great Britain, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. (N5679)

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars—Marshall's (Halifax), Ltd., King's Cross Rd., Halifax, Tel. 5044. (N4070/R)

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery—We Wynn Garden City Hatfield 2178. (N611/R)

MERCEDES-BENZ distributors for Surrey and Sussex; all models available; write for full details—Woking Motors (Maybury Hill), Ltd., Woking 1928. (N4057)

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms—Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5213. (N4036)

SWANMORE GARAGE, official distributors Hants, Dorset, Wilts, Somerset, Devon and Cornwall; early deliveries all models—1178-1180, Christchurch Rd., Boscombe East, Bournemouth, Tel. Southbourne 43344, 43345. (N4024/R)

A new motoring experience, contact the Scottish distributors for full particulars, latest models in stock—Ingis Automobiles, Ltd., 68-78, Pitt St., Edinburgh, Tel. 26387. Main agents in the West of Scotland, Jas. H. Gair, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7698. (N682/R)

JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request; demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. May. 4274. (N4035)

M.G.

ROWLAND SMITH'S for M.G.

All models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

J. DAVY, Ltd. (official stockists), invite enquiries for the current models—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (N4059)

S. G. SMITH (MOTORS), Ltd.—Order your new M.G. model TP sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange—New Cross 0480. 285, Rye Lane, Peckham, S.E.15. (N529/R)

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view—161, Gt. Portland St., W.1. Langham 7733. (N510/R)

MORGAN Plus-4 distributors—1954 2-seater on show; send s.a.p. for full specification—Motorsists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N3018)

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner; cash, exchange, or hire purchase—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. (N4322)

MORRIS

EPSON

WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

FOR immediate delivery Oxford, Morris Six and traveller's car.

WOODCOTE MOTOR Co., Epson 1234.

ROWLAND SMITH'S for Morris. (N0007/R)

IMMEDIATE delivery new Morris Oxford saloon.

All models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

MEBES & MEBES, Ltd. (Est. 1893).

MORRIS specialists past 30 years.

EARLY rotational delivery all models—The Broadway Mill Hill N.W.7. Tel. N3040. (N3042)

MORRIS Oxford saloon, grey; £753/7/6—G. W. M. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (N4055)

IMMEDIATE delivery new Morris Oxford saloon, birch grey—Croydon Automobile Co., Ltd., Thornton Heath 3276. (N5202)

1954 Morris 12-seater shooting brake; new list price £536—Cyril Sheppard of Reading, Sonning 2345. (N5478)

STEELE GRIFFITHS, official Morris agents, good deliveries part exchanges encouraged—London, S.E.5. Rodney 2201-6. (N4059)

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons, choice of colour—39/43, Eden Kingston-on-Thames, Tel. Kin. 3151-4. (N264/R)

YOU couldn't do better than secure your new Morris Oxford saloon for immediate delivery, Minor 2-door and 4-door saloons for early delivery, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2008)

MORRIS

J. DAVY, Ltd. (official stockists), invite enquiries for Morris Oxford saloons and travellers' cars; exchanged welcomed—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (N4059)

SMITH & HUNTER OF KENSINGTON, Contracting Morris Agents—Morris Oxford immediate and Minor rotational exchange; deferred terms—376, Kensington High St., W.14. Western 2312. (N4019)

IMMEDIATE delivery new Morris Oxford de luxe saloon, finished black with red leather upholstery, part exchange, deferred terms; open day and night—Shaw Motors, Ltd., 686-678 Garratt Lane, London, S.W.17. Wim. 3031-2-5. (N4008)

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only—Nash Bldg., Albany St., N.W.1. Euston 5559-9. (N562/R)

OLDSMOBILE

DISTRIBUTORS (RAWLENC), Ltd.—Sales, Service and Spares—Bilndley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. (N682/R)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties—Los Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 1, Penbridge Villas (nr. Westbourne Grove), W.11. (Haywater 6596-7.) (N657/R)

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester. Tel. Rus 2874-5. (N199/R)

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Belling 3400. (N730/R)

PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625 plus P.T. £261/10; full details from sole distributors—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (N1035)

PEUGEOT

LANCASHIRE—Distributors for Peugeot cars, early delivery, Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. (N515/R)

TOM KNOWLER, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. (N689/R)

YORKSHIRE—Distributors for Peugeot cars, early delivery, sales & service—Newton of Huddersfield 3311 (5 lines). (N571)

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (N0950/R)

PORSCHE

SOLE Concessionaires for Great Britain—A.P.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

RELIANT

WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £52/19/6 purchase tax 50mpg, the lowest priced car on the market; terms—Main Agents, Church Rd., Eng. Co., Ltd., Hadleigh, Essex. (N531/R)

RENAULT

RENAULT, new 750cc saloons from stock—Martin Walter, Ltd., Folkestone, (Tel. 3105). (N5622)

METROPOLIS GARAGES, Ltd., the Renault distributors for sale, service and spare parts for all models—1-31, Macleod Rd. (Olympia), W.14. She. 5385-6-7. (N0626)

YORKSHIRE—For Renault sales and service, early delivery of the 750cc saloon and the 2-litre Frezette model—Newton of Huddersfield, automobile distributors, Huddersfield, Tel. Huddersfield 3311 (5 lines). (N572)

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. (N1010/R)

RILEY

11-litre delivery ex stock, one only—Montrose Motors, Wembley 2636. (N765/R)

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges—225, Rye Lane, S.E.15. New X 0462. (N5030/R)

F. L. CRANMORE, Ltd., Potters Bar—14, Riley saloon, black and grey, immediate—Tel. 2040 Potters Bar. (N1062)

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 11½-litre, orders accepted for earliest delivery 2½-litre Pathfinder—173, Westbourne Grove, W.11. Bay. 4274. (N4035)

ROLLS-ROYCE

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. (N520/R)

DAVID ROSENFELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8, Tel. Blackfriars 2302. (N561/R)

RIPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and May VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905—Ripon Bros., Ltd., Huddersfield 7070 (10 lines). (N249/R)

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (N1039/R)

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). (N154/R)

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N3028/R)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,162/15.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Garage, Guildford 62907-8-9. (N1057)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. (N245/R)

CROYDON Main Agents Leathwood's Garages, Ltd., 30, St. James's Rd., Croydon, Tho. 1222. (N063/R)

KJ MOTORS, Ltd., Bromley main agents—40 saloons for immediate delivery—Rav. 3456-7-8-9. (N0287)

STEELE GRIFFITHS, official Rover agents, good deliveries, part exchanges encouraged, demonstrations anywhere—London, S.E.5. Rodney 2201-6. (N581)

SURREY MOTORS, Ltd., High St., Sutton—Rover main dealers Sutton and district; spares and service—Tel. 4444. (N1669)

NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service—Marefair, Northampton. Tel. 4540. (N0001/R)

P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (N0451/R)

ROSENFELD for Rover distributors for Lancashire and Cheshire—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2, Tel. Blackfriars 4942. (N066/R)

LAND-ROVER

GUY SALMON AUTOMOBILES offer:—

NEW Land-Rover: list price £570—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (N4001)

P. POWELL MOTORS, Ltd., East London area dealers—Enquiries invited—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (N0452/R)

ROSENFELD for Land-Rover distributors for Lancashire and Cheshire—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2, Tel. Blackfriars 4942. (N0662/R)

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery—St. Paul, Ltd., Bruton Place, W.1. Mayfair 0821-2. (N3040)

DISTRIBUTORS

CENTRAL and West Surrey.

CLARKE'S of Pirbright, Pirbright, Surrey. Brookwood 2201-2. Demonstration car always available. (N1049)

FIAT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. (N0665/R)

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spare facilities.

273, London Rd., Staines, Tel. 4211 (5 lines). (N1080)

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca demonstration car available, early delivery—9, Albemarle St., W.1. Grosvenor 5551. (N1018)

THE 1954 Simca Aronde, the car that is a pleasure to own, safe, swift and comfortable, a car built in the sturdy tradition for the enthusiast; your present car accepted in part payment at current market value. Full details from

FERRARIS OF CRICKLEWOOD, Ltd., the Simca main dealers, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2008)

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

ATOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. (N0737/R)

1953 model SM1500 but has a number of 1954 features, finished in British green, new, unregistered, £840 to clear; terms, exchanges.

G. E. LAWRENCE (MOTORS), Ltd., New St. Garage, Aylesbury, Tel. 368. (N4702)

SINGER—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12, Works, Alcester Rd., Moseley 15. (N168/R)

SINGER—Model SM1500 saloon to 1953 specification, new and unregistered, colour silver grey/red upholstery—Martin Walter, Ltd., Folkestone. (Tel. 3105). (N5620)

STANDARD

ROUNDABOUT offer:—

NEW Standard Vanguard saloon, colour black, with red vinylite, immediate delivery at manufacturers list price.

ROUNDABOUT Garage, Western Ave., Greenford, Middlesex Wxliow 1071-5. (N3058)

NEW CARS FOR SALE

STANDARD

BURGE & INGLIS, Ltd.

IMMEDIATE delivery new Vanguard; terms, part exchange, cars, motor cycles, 3-wheelers; h.p. accounts settled.—Dudden Hill Lane, Willesden, N.W.10. Nearest Underground, Dollis Hill Stn.

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Phase II Vanguard saloon with heater and overdrive. L.L. models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

MEBES & MEBES, Ltd. (Est. 1895).

STANDARD specialists past 30 years.

OFFER immediate delivery of Standard Vanguard Phase II in black, also s.h.p. model in blue; both at list price.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N5012]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage. Berkeley Square, London, W.1. Gro 4343. [0840/R]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

STANDARD Vanguard for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

NEW Standard 8 sal., grey, blue upholstery, immediate delivery. 2481/7/6.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [N4029]

NEW Standard 8, immediate delivery, choice of colour; part exchange and terms.

JOHNS WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [N4054]

NEW Standard Vanguard, colour pale blue, red interior; list price; immediate delivery.

JOHNS WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. [N4055]

NEW Standard 8, unregistered; list price.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [N4062]

JOHNS A. TRUSCOTT, Ltd., official retailers, early delivery of Vanguard and s.h.p. models.—173, Westbourne Grove, W.11. Bay. 4274. [N4035]

NEW 1954 Standard 8 saloon, unused; list price £481/7/6; terms and exchanges.—Tel. Evesham 6339. [N1053]

IMMEDIATE delivery—Vanguard Ph. II saloon.—Motourists (London), Ltd., Ot. North Rd. E. Finchley Station, N.2. Tudor 2501-2. [N3018]

STANDARD 8, demonstrations and bookings.—Motourists (London), Ltd., Ot. North Rd. E. Finchley Station, N.2. Tudor 2501-2. [N3018]

STANDARD 8, black, list price; also Vanguard.—Mason Bros., 151, Fitzwilliam St., Sheffield 24667. Exchanges. [N4538]

NEW Standard 8 at list price, immediate delivery.—Blue Star Garage, 63, Fortune Green Rd., Hampstead, N.W.6. Ham. 2211. [N4031]

STANDARD Vanguard saloons available from stock, choice of colour and specification.—Martin Walter, Ltd., Folkestone. (Tel. 3103.) [N4621]

VANGUARD.—Immediate delivery at new reduced prices choice of colour.—S. F. Erskine & Sons, Ltd., Woking 350. [N2051]

L. F. DOVE, Ltd., offer early delivery of all new Standard models.—69, Broadway, Wimbledon. S.W.19. Liberty 3456. [N1077]

STANDARD Vanguard Phase II, metallic blue with red upholstery; £805/1/8.—Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [N2081]

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R]

IMMEDIATE delivery, Standard 8 saloon.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Ad.), Leicester Sq. Tube Stn., W.C.2. Temple Bar 5588. [N1027]

YOU couldn't do better than secure your new Standard Vanguard or Standard 8 saloon for immediate delivery. Current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

STANDARD 8 and Vanguard for early delivery and demonstrations; part exchange and deferred payments arranged.—C. A. Peto, Ltd., 42, North Audley St. (Nr. Selfridges.) May. 3051. [N3043]

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons, choice of colour, demo. available.—Lankster Engineering Co., Ltd., 39-43, Eden St., Kingston, Tel. Kin. 3151-4. [0408/R]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bechtelsham and Farningham. [0052/R]

STANDARD

STEELE GRIFFITHS, official Standard agents, immediate delivery all models; part exchanges encouraged; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. [1562]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer for immediate delivery from stock: Standard Vanguard Phase II saloon, Triumph Renown saloon, Standard 8 saloon. [N1001]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town, Gai. 4161. [0091/R]

SUNBEAM-TALBOT

A. AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Route's Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery; list price; equitable h.p. facilities and part exchanges.

MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 7805 (5 lines) [N1008]

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

MANTON MOTORS, Ltd., main dealers for all products of Route's Group, offer early delivery of Sunbeam-Talbot saloon, coupe and Alpine models.—25, Shirley Rd., Croydon. Add. 6051/4. [S482]

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Route's Group, offer early delivery of the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R]

ORDERS accepted now for new Sunbeam-Talbots; exchanges and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [N3011]

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage. Berkeley Sq., London, W.1. Gro. 4343. [0856/R]

KJ MOTORS, Ltd., offer Renown and Vanguard models for immediate delivery.—Bromley, Ray. 5456/7-8-9. [0225]

IMMEDIATE delivery Triumph Renown saloon.—Motourists (London), Ltd., Ot. North Rd. E. Finchley Station, N.2. Tudor 2501-2. [N3018]

LANKSTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloon, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0895/R]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms 4-6, Berkeley Sq., W.1. Grosvenor 4328. [0019/R]

PARTS and service: Western Ave., W.5. Acorn 4641. [0019/R]

KJ MOTORS, Ltd., main dealers for Bromley, Mordington and district.—Bromley, Kent, Rav. 5456. [0221/R]

WYVERN saloon (works mileage), grey/red, immediate delivery, list price.—Harbour View Garage, Sunderland, Tel. 4001. [5725]

STEELE GRIFFITHS, official Vauxhall agents; prompt deliveries, part exchanges encouraged; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. [5685]

SOUTH WEST Herts.—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co., Watford, Tel. 7750. [5686]

SEE us for your new car; part exchange arranged.—C. A. Peto, Ltd., 42, North Audley St. (Nr. Selfridges.) May. 3051. [N3043]

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078]

VOLKSWAGEN

WILLIAM ARNOLD, Ltd.

VOLKSWAGEN distributors for S. Lancs, Cheshire

SALES, spares, service

DEMONSTRATION car available.

UPPER Brook St., Manchester, 13. Tel. Ardwick 4561 7. [0519/R]

J. GILDER and Co., Ltd., Distributors, South York-shire and N. Wales, Derbyshire 16, Cambridge St., Sheffield 1. Tel. 28358/9. [1616]

VOLKSWAGEN

COLBORNE GARAGE Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main dealers; full service facilities.—Tel. Ripley 2361. [0017/R]

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities. [N1080]

273 DE luxe saloons, choice of three, finished in Sahara beige, black, pastel green; including purchase tax £689/12/6. [N1083]

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [N1083]

DE Luxe V.W. in ocean green, £689/12/6; immediate delivery, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [4323]

IMMEDIATE delivery, de luxe Volkswagen, choice of colours, terms, exchanges.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5791]

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moorstown Garage, Ltd., 598, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines) [0725/R]

WOLSELEY

ESTATE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12 Berkeley St., W.1. (Mayfair 5951.) [N4046]

ROWLAND SMITH'S for Wolseley.

IMMEDIATE delivery new 6/80 saloon. [N4059]

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

MEBES & MEBES, Ltd. (Est. 1895).

WOLSELEY Specialists past 30 years.

OFFER immediate delivery six-eighths model, black, list price; early delivery new model four-forty-four; (payments and) exchanges.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3012]

THE WOODCOTE MOTOR Co., Ltd., Epsom.

WOLSELEY distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 1234. [0008/R]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

OFFER early delivery of 6/80; orders accepted for the 4/44 for early delivery.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. [N4056]

NEW Wolseley 6/80 saloon, finished in metallic chrome grey, including purchase tax £950/5/10.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [N1083]

C. A. PETO, Ltd., Wolseleys for early delivery, 42, North Audley St. (Nr. Selfridges.) May. 3051. [N3043]

WOLSELEY 4/40 and 6/80 saloons; immediate delivery.—Park Garage (Molesey), Ltd., Molesey 6199. [N3057]

STEELE GRIFFITHS, official Wolseley agents; prompt delivery, part exchanges encouraged; demonstrations anywhere.—London, S.E.5. Rodney 2201-6. [5684]

JACK ROSE, Ltd., for Wolseley cars, offer immediate delivery of Wolseley 4/44—Staford Rd., Wallington, Surrey. Wallington 6677-8. [N3056]

J. DAVY, Ltd. (official stockists), invite enquiries for the current models; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1068]

YOU couldn't do better than secure immediate delivery of the new Wolseley 6/80 saloon, 4/44 saloon for early delivery; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

MISCELLANEOUS CARS

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Edgar 5565 (5 lines). [N1000]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Rosta, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or telegram. Mars in Motor Co., Ltd. Stia. 8000. [0713/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO

VAUXHALL self-drive 1950/51, Wyvern 1952/54. Velox, heater, costs £6 (£16.80 U.S.) per week, winter £4 (£11.20 U.S.) per week, small mileage charge; alternative rates: radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Caber-Synchro, London. [0636/R]

IRELAND Self Drive.—Byrnes, 33, Dun O'Connell St., Dublin 7. Crofton Ave., Dún Laoghaire. [0977/R]

CARS FOR HIRE

WM

WELBECK MOTORS, Ltd., offer the country's lowest rates for brand new (1953) s.h.p. self-drive hire cars; no mileage charge, no mileage limit; you just pay a flat rental rate that is all—however far you go: one day, £1/15; 24 hours, £2/10; one week, £12/10; 2 weeks, £20; no other charges whatsoever.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3591 (6 lines). Office hours: 8 a.m. to 6 p.m. [0631/R]

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0459/R]

CARS FOR HIRE

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47 Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1957. [0646/R]

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimby 5656. [0580/R]

AUSTIN A40s, 70s, 90s, saloons or convertibles, drive yourself, low winter rates.—Xtruman's Garage, Queensway, W.2. Bay 6415. [0656/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

SLOUGH CAR HIRE—A40 saloons, drive yourself.—Rosa 36, Tel. Slough 35051. [0132/R]
AUSTIN and Morris self-drive or chauffeur-driven cars—Chapman's, 12, Coddington Mews, W.11. Par. 3964-5. [0466/R]

LONDON'S lowest rates. The private car chauffeur-driven hire service—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [0042/R]

SELF-DRIVE post-war Morris, Austin A40, Morris Minors—Rons Ltd., 3, Chaumert Rd., Peckham, S.E.15. New Cross 4103. [0964]

HAROLD H. HILLS GARAGE—Garage accommodation service, high-class car hire—3-6, Ennismore Mews, S.W.7. Kennington 4020. [0551/R]

1953 self-drive cars available for hire from Self Motoring, Ltd. 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay. 8229 (Garage). [2936]

WIMBLEDON CAR HIRE, self-drive specialists.—1951-53 Austin A30s, A40s and A70s from £1 a day—Mansel Rd., S.W.19. Wim. 3834. [0811/R]

A FORD self-drive or chauffeur driven hire service with Zephyr, Consul or Prefect saloons, from £1 per day, also cheap unlimited mileage rates. [0091/R]

GEE CARS, Ltd., 60-62, Queensdown Rd., S.W.S. Mac. 3363. [0091/R]

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, current models—110, Wood Vale, Forest Hill, S.E.23. (For. 2432). [0678/R]

24 Hours from 20/-, also new Zephyrs, Consul, A40s, Superminors, etc., request tariff. [0318/R]

EDWARDS & DAVIES (CAR HIRE) Ltd. Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5552 and 9637. 290, Milkwood Rd., Herne Hill, S.E.24. [0685/R]

SELF-DRIVE—Coming on leave, visiting Britain?—Keenest rates, reduced charges, extended periods, 50 latest models—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R]

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SUSSEX MOTORS—Self-drive or chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons, minibuses, airports, stations, etc.—G.P. (Baltham), Ltd., 2c, Baltham Hill, S.W.12 (100 yds Clapham South Tube) Batt. 1107-9-9. [M2024/R]

OVERSEAS visitors; a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market. [0211/R]

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LUXURY travel at low cost in Britain and Europe. 350 new Jaguars, Austins, Fords, from 17/6 a day with 35 miles free, excess 3d a mile, also unlimited mileage tariff; H.M.V. radios, heaters, roof racks, sun roofs, air conditioners; recommended A.A. and R.A.C.—J. Davy, 215, Brompton Rd., S.W.3 (K. 63). [0401/R]

9-9, Lorian Place, Kensington, W.8 (Fre. 6000). [0401/R]

WILSONS CAR HIRE SERVICE—New cars in perfect condition; self-drive from £1 per day 30 miles, or £3 a week, £10 miles, including petrol, oil, insurance, excess 4d per mile; overseas visitors can hire or buy with guaranteed repurchase price—34, Acre Lane, S.W.2. Brixton 4011; 1, Dorchester Rd., Epsom 3901. [0302/R]

LUXURY travel at low cost in Britain and Europe. 350 new Jaguars, Austins, Fords, from 17/6 a day with 35 miles free, excess 3d a mile, also unlimited mileage tariff; H.M.V. radios, heaters, roof racks, sun roofs, air conditioners; recommended A.A. and R.A.C.—J. Davy, 215, Brompton Rd., S.W.3 (K. 63). [0401/R]

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ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. repars. Tel. 2678, 2980. A.O. [2222/R]

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EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms 10 months—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R]

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LAWTON-GOODMAN, Ltd. can convert your present car to a shooting brake, or supply new coachwork.—135, Crickwell Broadway, N.W.2. Gadsdons 2226. [M2022]

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ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you? CROWN wheels and pinions; large stock for most makes, new and second-hand.—97-103, Nevington Causeway, London, S.E.1. Tel. Hop 3262. [0609/R]

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47/6—Battery prices down again! 6-volt 9-plate 47/6; 6-volt 11-plate 56/6; 12-volt 9-plate 92/6; 12-volt 11-plate 111/6. S.W.12. Batteries 3280/3709. [0323/R]

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50/-—Brand new 6-volt batteries: 12-volt, 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Bowes Park 3500. [0839/R]

BATTERY plates, machine pasted, highest quality, to suit and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields Battery Works, Wolverhampton. [4665]

BATTERIES!!! Super quality, brand new, guaranteed, 6-volt 60-amp, 55/-; 12-volt 60-amp, 110/-; carriage extra, complete stocks, lists free.—Young's 26, Tooting Bec Rd., London, S.W.17. Balham 7791. [0923/R]

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CAR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; sample on request; write or tel. Car-Coverall, Ltd., 168, Regent St., London, W.1. Monarch 1607-3. [0048/R]

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The engagement of persons answering the advertisements must be made through the good offices of the Ministry of Labour and National Service, etc. If the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

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SKILLED motor fitters, top rate of pay and bonus.—Harvey Hudson & Co., Ltd., Marlborough Rd., South Woodford, E.18. Wanstead 0056. [5545]

MECHANIC in charge required immediately, permanent position with good prospects, write, 5 persons, salary.—The Market Garage, Tring. [5015]

APPICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners, to handle new repair services, for which there is no competition.—Apply Box 2960. [4269]

GARAGE foreman required; living accommodation; must be accustomed to motor oversize and commission routine.—Musselwhite, Enterprise Garage, Church St., Faringdon, Berks. [5311]

BEDFORD commercial vehicle and Vauxhall salesmen required.—Write, giving full particulars to: Sales Director, N.E. Ltd., 278-300, Balham High Rd., London, S.W.17. [4939]

ELECTRICIAN wanted, experienced in car electrical maintenance and repair.—Apply Service Manager, Wandersville, 215, Haverstock Hill, N.W.3. Finsbury 4441. [M4037]

CAR salesman and buyer, capable of earning over £1,000 yearly, only fully experienced men.—Apply to Lams, 421, High Rd., Finchley, N.12. Finchley 6221. [M2052]

LONDON Company require a car salesman, experienced in an asset but not essential good salary and commission.—Write giving age and details of career to date with present earnings to Box 3001. [5627]

REQUIRED, car salesman with really good general experience, for agents carrying several popular makes, also comprehensive stock of used vehicles for North London area; replies confidential.—Box 2558. [M1036]

EXPERIENCED car salesman required, must know all popular makes, new and used (post-war models); large stocks and excellent backing and permanency for real worker.—Full particulars to Box 2873. [5641]

WORKS foreman required by Vauxhall main dealers in S.W. Surrey; applicant must have knowledge of Vauxhall products and procedure; accommodation available.—Write, stating age, details of experience and salary required, Box 2958. [5708]

APPICATIONS are invited for the position of sales manager with old-established firm of distributors in the most pleasant part of England, holding popular franchise; send full details of career and sales record, in confidence, to—Box 2875. [5543]

SENIOR detail design draughtsman required by the manufacturers of Aston Martin and Lagonda cars; previous experience in automobile industry desirable; applications in writing, stating age, experience and salary required to—The Labour Office, David Brown Tractors (Engineering), Ltd., Hanworth Park, Feltham, Middlesex. [5644]

Ridings of Yorkshire have vacancy for senior car salesman to reside in Bridlington; applicants for this important and attractive position are invited to write for details and application form to—The General Manager, Appleton & Arundell (Bridlington), Ltd., Bridlington. [5569]

A.E.C. Ltd., require designers and detail draughtsmen with experience of the automobile industry; permanent employment, 5-day week, pension scheme, canteen facilities and sports club, applications in writing, stating age, experience and salary required to—S.W. Records Office, A.E.C., Ltd., Windmill Lane, Southall, Middlesex. [4671]

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A VACANCY exists for a young man of good education who has completed his National Service and is interested in a selling career in the retail motor industry; full training will be given, but must be a qualified driver, excellent salary and commission scheme for advancement.—Apply Car Sales Manager, G. S. Osroft & Co., Ltd., Castle Boulevard, Nottingham, Tel. 45024. [5698]

A.E.C. Ltd., require designers and draughtsmen for development of diesel trains; premises at Boreham Wood, Herts; work is in connection with a new project on behalf of British United Traction Co., Ltd.; automobile and railway experience would be an advantage; permanent employment and pension scheme; applications in writing to—Staff Records Office, A.E.C., Ltd., Windmill Lane, Southall, Middlesex stating age, experience and salary required. [4672]

SUPERVISORY foreman required by old-established Austin, Deimler and Wolsey distributors in the Midlands; experience of these makes desirable, but not essential; position offers good prospects for a man competent in staff control, estimating, diagnosis, and interviewing clients; modern and flat assembly; pension scheme.—Applications in confidence in writing to Managing Director, giving full details of experience, salary, etc., Charles Clark & Son, Ltd., Chapel Ash, Wolverhampton. [5756]

APPICATIONS are invited for the position of assistant to the sales director; applicants whose ages should be between 35 and 45 must have first-class sales experience; the position is an attractive one offering excellent opportunities.—Applications in the first instance by letter giving full details of experience and qualifications addressed to the Sales Director, Joseph Cockshott & Co., Ltd., (Nuffield Distributors) and Rolls-Royce and Bentley special retailers, Great Ducie St., Manchester, 3. [5792]

A MAJOR oil company has vacancy in London area for fully qualified automobile engineer, aged 27-40, having first-class technical and practical training in internal combustion engines, both petrol and diesel; applicants should clearly state technical and professional qualifications, and have good personality and be interested in technical sales work; good experience of servicing and repair of transport vehicles is desirable; salary commensurate with qualifications and experience; generous sick benefits and pension scheme.—Send full details, quoting reference L.A.E. 985, to Box 2957. [5707]

SITUATIONS WANTED

FULLY experienced motor engineer and administrator seeks executive post with progressive company. [5563]

STORKEEPER, 45, life experience Nuffield distributors, seeks responsible position similar London, Home or Southern Counties.—Box 2965. [5711]

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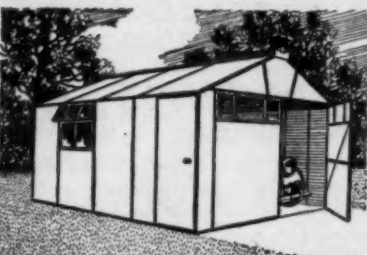
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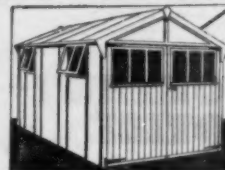


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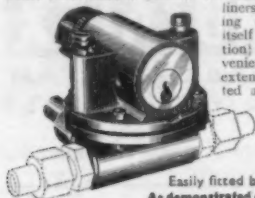
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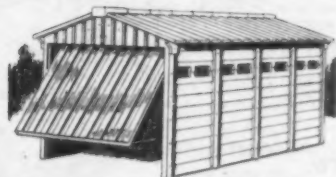
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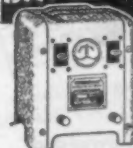
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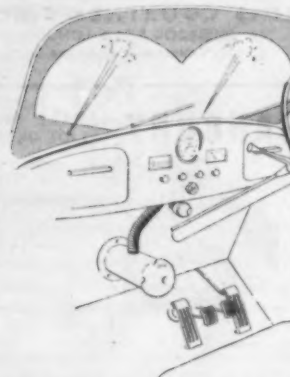
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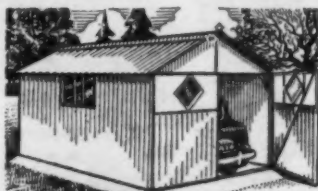
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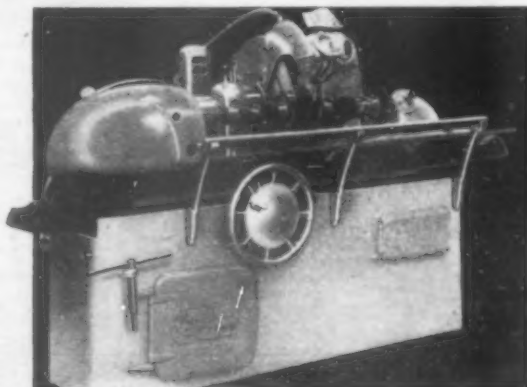
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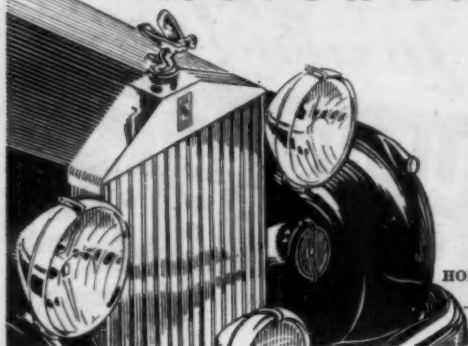
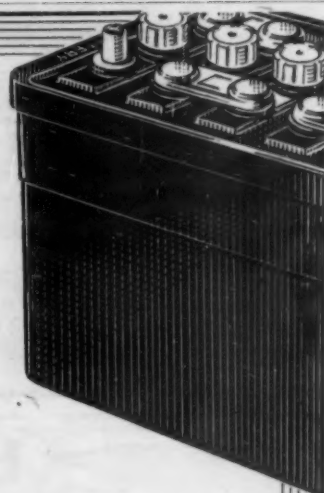
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